189 d.17 Hash

INLAND NAVIGATION;

OR

SELECT PLANS

OF

THE SEVERAL

NAVIGABLE CANALS,

THROUGHOUT

GREAT BRITAIN:

ACCOMPANIED

With abſtracts of the different Acts of Parliament relative to them;

LIKEWISE

The Width, Depth, Length, and number of Locks on each:

WITH

The principal Articles of Carriage

&c. &c.

John Cary

LONDON:

Printed for J. CARY, Engraver and Mapſeller, N°. 181 Strand, Nov.r 2. 1795.

G.R. III.
BRITISH MUSEUM

DEDICATED

(By Permission)

To his Grace the

Duke of Bridgewater.

BY

His much obliged,

and obedient Servant,

John Cary.

November 2. 1795.

G.R. III.
BRITISH MUSEUM

PLAN of the NAVIGABLE CANAL belonging to his Grace the

St HELLEN
Mock Beggar
PRESCOT
Roby
Huyton
Whiston
Childwall
Sutton Heath
Sutton
Haydock
Haydock Lodge
Parr
Marshall Grofs
Crow Lane
The Sankey Penne Navigation
Snape Gate
Woolton
Rainhill
Bradley
Bold
Maypole
Burton Wood Chap
Bold Hall
Red House
NEWTON
Torbock
Gronton
Gronton Smithy
Hanging Birch
Ditchfield Green
Farnworth
Bold Heath
Halewood
Ditton
Widnefs
Burton Wood
Causey Bridge
Winwick
Appleton
Runcorn Gap
Hale
Guerdley
Sankey Chap.
Carters House
Penketh
Sankey Green
Sankey
Dallam
Hulme
Orford
Houghton
Boat Ho.
Fidlers Ferry
Sankey Bridge
Lit. Do. Sankey
RIVER MERSEY
Lower Runcorn
Higher Runcorn
Moss side
WARRINGTON
Glafs & Copper works
Fernhead
Poulton
Woolston
Marsh Gate
Acton Grange
Weston
The Lodge
Halton
Norton Hall
Moore
Lower Walton
Latchford
Norton
Warford Green
Hall Wood
Rocksavage
Stockham
Duke of Bridgewater's Canal
Bate Mill
Thelwall
Daresbury
FRODSHAM
Frodsham Bridge
Sutton
Preston Brook
Newton
Hatton
Shaw Green
Groppenhall
Netherton
Preston on the Hill
Overton
Redish Hall
Stretton
Appleton Grofs
Appleton Thorn
Bradley
Aston Hall
Aston
Aston Grange
Whitley Reed
Swinyard Lane
Sink Moss
Dutton
Upper Whitley
Dutton Hall
Kingsley
Pickering's Lock
Lower Whitley
Growley Lodge
Bartington
Antrobus
Northwood
Acton Bridge
Cogshull
Tutack
Norley
Crowton
Orson
Ruloe
Waverham
Little Leigh
Comberbach
Arley Moss
Great Budworth
Feldy Green
Whitley
Lymm
Croft
Middleton
Southworth
Houghton
Booths Lane
Grofs Bank
Statham
Canal
Part of the River Weever
Trent & Mersey Canal
Scale

London Published as the Act directs by J. Cary.

ace the DUKE of BRIDGEWATER, including alſo the SANKEY NAVIGATION.

Abram
West Leigh
Baglane
Middle Hulton
G'Lever
Darcy Lever
Little Lever
Radcliffe
Moses Gate
Birch Ho.
Farnworth
Course of the Bury & Bolton Canal
Atherton
Chowbent
Hall
Park
Golborn
LEIGH
Tildsley
Little Hulton
Outwoods
Radcliffe Br.
Canal
Low Lowton
Pennington Hall
Pennington
Park
Kersley Moor
Irwell
Kenyon
Astley
Walkden Moor
Kersley
Pilkington
Whitefield
Astley Green
Mosley Common
Worsley Halt
Wood Gate
Berry Lane
Croft
Worsley Mill
Swinton
Clifton
G'Heaton
Southworth
Little Town
Gulcheth
Little Houghton
Prestwich
Winton
Pesfurlong
Monton
Pendlebury
Risley
Glasbrook Moss
Eccles
Fox Hill
Barton upon Irwell
Broughton Hall
Bay snape
Irlam
RIVER IRWELL
Trafford Park
Pendleton
Risley Moss
Martinscroft
Broughton
Cadishead
Glazebrook
Gross Bank
Flixton
Trafford Moss
The Duke of Bridgewater's Canal
Shaw Town
Urmston
Salford
Irk River
Rixton
RIVER MERSEY
Partington
Warburton
Carrington Chapel
Statham
Gross Bank
Redish
Stretford
MANCHESTER
Old Trafford
Ashton Canal
Moss Brow
Sunderland Green
Carrington Moss
Hulme
Rivr Medlock
Outrington Gate
Lymm
Rivr Bollin
Ashton upon Mersey
Combrook
Ardwick
Woodhouses
Gross Street
Ashton Woodhouses
Chorlton
Deans Green
Sale
Hardy
Rusholme
Hulme
Bollington
Dunham
Bid Hall
Sale Moor
Houghs End
Dunham Park
High Legh
ALTRINGHAM
New Bridge
Timperley
Withington
Levens
Milnington Hall
Bowdon
Bow Gr.
Withinshaw Hall
Greenhead
Burnage
Buckley Hill
Mere
Didsbury
Sunderland Green
Northenden
Bottom
Mere Hall
Rosthern
Sharsom
Heaton
Reddish
Hale Barns Green
Mere Town
Mere
Hale Chapel
Catley Green
Cheadle

Scale of Miles

let directs, by J. Cary, Engraver & Map-seller, Strand Nov.1st 1795

Duke of Bridgewater's Canal.

We ſhall print, literally, the Title, Preamble, and Enacting Clauſe of the ſeveral Acts, upon the Authority of which His Grace the DUKE OF BRIDGEWATER has made his Navigable Canal, that our Account of it may be authentic and correct.

ANNO TRICESIMO SECUNDO

GEORGII II. REGIS.

An Act to enable the Moſt Noble Francis Duke of Bridgewater to make a Navigable Cut or Canal from a certain Place in the Townſhip of Salford, to or near Worſley Mill, and Middlewood, in the Manor of Worſley, and to or near a Place called Hollin Ferry, in the County Palatine of Lancaſter.

WHEREAS, by an Act made in the tenth year of the reign of His preſent Majeſty, intituled, "*An Act for making navigable the river or brook called Worſley Brook, from Worſley Mill in the townſhip of Worſley, in the county palatine of Lancaſter, to the river Irwell, in the ſaid county,*" (reciting, that the making and keeping the ſaid river or brook navigable and paſſable for boats, and other veſſels, would be very beneficial to trade, advantageous to the poor, and convenient for the carriage of coal, ſtone, timber, and other goods, wares, and merchandizes, to and from the ſaid places and parts adjacent, and anſwer many other good purpoſes) certain perſons therein named were appointed and impowered to undertake and complete the ſaid navigation; but the perſons ſo appointed have hitherto neglected to carry the ſaid Act into execution, whereby the public hath been deprived of the benefit thereby intended: And whereas a cut or canal may be made from a certain place in the townſhip of Salford, near Mancheſter, in the ſaid county of Lancaſter, to or near Worſley Mill aforeſaid, and Middlewood, in the manor of Worſley, and

to or near Hollin Ferry, in the ſame county, and ſupplied with water from the ſaid Worſley Brook, and other brooks and places near to the ſaid propoſed cut or canal, ſufficient for the floating and carrying of boats, and other veſſels of conſiderable burthen, by which the conveyance of coals, timber, ſtone, manure, goods, wares, and merchandizes, to and from the ſaid towns of Manchester and Salford, and a conſiderable part of the county of Cheſter, will be greatly facilitated, and the intention of the ſaid recited Act moſt effectually anſwered: And whereas the moſt noble Francis Duke of Bridgewater, being Lord of the Manor of Worſley aforeſaid, and proprietor of very conſiderable quantities of coal there, and being alſo proprietor of a great part of the ſaid Worſley Brook, and of the lands through which the ſaid intended cut or canal will be made, for many miles in length, is willing and deſirous to undertake the making thereof at his own expence, and to do and perform ſuch things as ſhall be neceſſary for the ſupporting, maintaining, and rendering the ſame effectual for the purpoſes herein after-mentioned: May it therefore pleaſe Your Majeſty (at the humble Suit of the ſaid Francis Duke of Bridgewater) that it may be enacted; and BE IT ENACTED by the King's moſt Excellent Majeſty, by and with the advice and by conſent of the Lords Spiritual and Temporal, and Commons, in this preſent Parliament aſſembled, and the authority of the ſame, that the ſaid Francis Duke of Bridgewater, his heirs and aſſigns, ſhall be, and he and they is and are hereby, fully authorized and impowered, from time to time, and at all times hereafter, at his and their own proper coſts and charges, to make and maintain a navigable cut or canal paſſable and portable for boats, barges, and other veſſels, at all times and ſeaſons, from any part of a croft or meadow, known by the name of Maſter Cooke's Tenter Croft, in the townſhip of Salford aforeſaid, now in the occupation of the ſaid Maſter Cooke, to or near Worſley Mill and Middlewood, in the ſaid manor of Worſley, and from thence to or near Hollin Ferry aforeſaid; and to ſupply the ſaid cut or canal, whilſt the ſame ſhall be making, and when made, with Water from Worſley Brook aforeſaid, and ſuch brooks or ſtreams as communicate with, and run into, the ſaid Worſley Brook, and alſo ſuch other brooks, ſtreams, and watercourſes, as are or ſhall be found within the diſtance of five hundred yards from any part of the ſaid cut or canal, and to continue and uſe the ſaid Navigation in ſuch manner as he and they ſhall think fit; and for that purpoſe he and they, and his and their agents, ſervants, workmen, and labourers, is and are hereby authorized and impowered, in, upon, or through, the lands and grounds of the King's Majeſty, his heirs, or ſucceſſors, or of any other perſon or perſons, bodies, politic, corporate, or collegiate, corporations aggregate or ſole, to dig, cut, trench, ſough, and remove earth, ſtone, rubbiſh, trees, roots of trees, and all other obſtructions for the making, uſing, maintaining, and repairing, the ſaid cut or canal, and towing paths on the ſides thereof, and for the making, uſing, maintaining, and repairing, of ſuch trenches, paſſages, gutters, and watercourſes, as ſhall be neceſſary and proper to convey ſuch water as aforeſaid to and from the ſaid cut or canal, and for the raiſing, ſtrengthening, and ſupporting, the banks of ſuch cut or canal, and towing paths, and ſuch trenches, paſſages, gutters, and watercourſes reſpectively, and for the making of weirs and convenient places for diſcharging the water from the ſaid cut or canal, and

for making of ſuch back drains, gutters, or trenches, as ſhall be neceſſary or proper to prevent any damage to the lands or grounds adjoining or lying near the ſaid cut or canal, by the ouzing or flowing of water from, or out of, the ſame, and for the making, maintaining, enlarging, opening, or altering, any roads, ways, paſſages, cuts, locks, trenches, ſluices, or other conveniencies, to or from the ſaid cut or canal, for the conveying, and alſo cranes, weighing beams, and other engines, for the loading or unloading of coals, and other goods, to and from the ſame; and to incloſe and appropriate ſuch parts of the ſaid lands and grounds adjoining to the ſaid cut or canal, as ſhall be proper for wharfs or quays; and to make, maintain, repair, and alter, any bridges, arches, or paſſages, over, under, or through, the ſaid cut or canal, or the ſaid trenches, paſſages, gutters, watercourſes, and ſluices reſpectively, which ſhall communicate therewith; and to make and ſet up ſuch poſts, rails, hedges, ditches, banks, and other fences, on the ſides thereof, in ſuch places as ſhall be judged neceſſary for ſeparating and dividing the towing paths from the adjoining lands; and alſo to place and lay any earth, ſtone, materials, or things, neceſſary to be got or uſed in, or upon account of, the ſeveral matters and works aforeſaid, on the lands or grounds near to the place or places where ſuch works, or any of them, ſhall be making, erecting, altering, or repairing; and to do and perform all ſuch other matters and things neceſſary or proper for making, maintaining, and eaſy and convenient uſe, of ſuch cut or canal, as he the ſaid Francis Duke of Bridgewater, his heirs or aſſigns, ſhall think fit; he the ſaid Francis Duke of Bridgewater, his heirs or aſſigns, his or their agents, workmen, or ſervants, firſt making ſatisfaction in manner herein after-mentioned, to the reſpective owners of, and perſons intereſted in, ſuch lands or grounds as ſhall be uſed, removed, or prejudiced, in or by the execution of any of the powers hereby granted."

Then follow certain clauſes, proviſoes, powers, authorities, orders, rules, conditions, regulations, limitations, reſtrictions, prohibitions, directions, exemptions, penalties, forfeitures, puniſhments, benefit of appeal, and all other matters and things which ſhall relate to, or happen, or ariſe by, or in conſequence of the execution of all or any of the powers of this Act.

ANNO TRICESIMO TERTIO

GEORGII II. REGIS.

An Act to enable the Moſt Noble Francis Duke of Bridgewater to make a Navigable Cut or Canal from or near Worſley Mill, over the River Irwell to the Town of Mancheſter, in the County Palatine of Lancaſter, and to or near Longford Bridge, in the Townſhip of Stretford, in the ſaid County.

WHEREAS by an Act paſſed in the laſt Seſſion of Parliament, intituled, "*An Act to enable the moſt Noble Francis Duke of Bridgewater, to make a navigable cut or canal from a certain place in the townſhip of Salford, to or near Worſley Mill and Middle Wood, in the manor of Worſley, and to or near a place called Hollin Ferry, in the county palatine of Lancaſter,*" the ſaid Francis Duke of Bridgewater, his heirs and aſſigns, was and were authorized and impowered, at his and their own coſts and charges, by the ways and means therein mentioned, to make, maintain, and ſupply with water, a navigable cut or canal, paſſable and portable for boats, barges, and other veſſels, at all times and ſeaſons, from any part of a croft or meadow, known by the name of Maſter Cooke's Tenter Croft, in the townſhip of Salford aforeſaid, in the occupation of the ſaid Maſter Cooke, to or near Worſley Mill and Middle Wood, in the ſaid manor of Worſley; and from thence to or near Hollin Ferry aforeſaid; and to receive certain tolls, and to make, do, perform, and maintain, divers other works, matters, and things, and to uſe, exerciſe, and enjoy, divers other powers, privileges, and conveniencies, in and about the ſaid navigation, under certain proviſions, regulations, and reſtrictions, in the ſaid Act contained; and certain commiſſioners were appointed by the ſaid Act to execute the ſeveral powers therein expreſſed: And whereas the ſaid Francis Duke of Bridgewater, by virtue of the ſaid Act, hath begun the ſaid intended navigation, and made a conſiderable part thereof between the ſaid Middle Wood and Worſley Mill, and between the ſaid Worſley Mill and the ſaid townſhip of Salford, and in order to drain and convey his coals, and eſtabliſh a laſting colliery for the purpoſe of ſupplying moſt conveniently the conſumption of the towns of Mancheſter and Salford, at the rates mentioned in the ſaid Act, hath begun a ſough or level at Worſley Mill aforeſaid, which communicates by water with the ſaid canal, and is now carrying on the ſame in a very effectual manner: And whereas the ſaid cut or canal, ſo begun, may be continued, made, and taken over the river Irwell, at or near a certain bridge, called Barton Bridge, in the ſaid county, to or near a certain field, called the Dole Field, in or near the town of Mancheſter, and to or near a certain bridge, called Longford Bridge, in the townſhip of Stretford, in the county aforeſaid; which, when made and completed,

will be very convenient to the public; and the ſaid Duke is willing and deſirous to continue, make, and complete, ſuch cut or canal at his own expence, and to do and perform ſuch things as ſhall be neceſſary for the ſupporting, maintaining, and rendering the ſame effectual, for the purpoſes mentioned in the ſaid Act: May it, therefore, pleaſe your Majeſty, at the humble ſuit of the ſaid Francis Duke of Bridgewater, that it may be enacted; and BE IT ENACTED by the King's moſt excellent Majeſty, by and with the advice and conſent of the Lords Spiritual and Temporal, and Commons, in this preſent Parliament aſſembled, and by the authority of the ſame, That the ſaid Francis Duke of Bridgewater, his heirs and aſſigns, ſhall be, and he and they is, and are hereby, fully authorized and impowered, from time to time, and at all times hereafter, at his and their own proper coſts and charges, to make, complete, and maintain, a navigable cut or canal, paſſable for boats, barges, and other veſſels, at all times and ſeaſons, from or near Worſley Mill aforeſaid, over the river Irwell, at or near Barton Bridge aforeſaid, and on the South ſide of a certain park belonging to Humphry Trafford Eſquire, to or near the ſaid field, called the Dole Field, in or near the ſaid town of Mancheſter, in the county palatine of Lancaſter, and to or near Longford Bridge aforeſaid, in the ſaid townſhip of Stretford; and to ſupply the ſaid cut or canal, whilſt the ſame ſhall be making, and when made, with water from Worſley Brook aforeſaid, and ſuch brooks or ſtreams as communicate with, and run into, the ſaid Worſley Brook, and alſo ſuch other brooks, ſtreams, and watercourſes, as are or ſhall be found within the diſtance of eight hundred yards from any part of the ſaid intended cut or canal, and to continue and uſe the ſaid navigation in ſuch manner as he and they ſhall think fit; and for that purpoſe he and they, and his and their agents, ſervants, workmen, and labourers, is and are hereby authorized and impowered, in, upon, or through, the lands and grounds of the King's Majeſty, his heirs, or ſucceſſors, or of any perſon or perſons, bodies politic, corporate, or collegiate, corporations aggregate or ſole, to bore, dig, cut, trench, ſough, and remove earth, ſtone, rubbiſh, trees, roots of trees, and all other obſtructions, for the making, uſing, maintaining, and repairing, the ſaid cut or canal, and towing paths on the ſides thereof, and for the making, uſing, maintaining, and repairing, of all ſuch ſoughs, tunnels, trenches, paſſages, gutters, and watercourſes, as ſhall be neceſſary and proper to convey ſuch water as aforeſaid to and from the ſaid cut or canal, and for the raiſing ſtrengthening, and ſupporting, the banks of ſuch cut or canal, and towing paths, and ſuch ſoughs, tunnels, trenches, paſſages, gutters, and watercourſes reſpectively, and for the making of weirs and convenient places for diſcharging the water from the ſaid cut or canal, and for making of ſuch back drains, ſoughs, gutters, tunnels, or trenches, as ſhall be neceſſary or proper to prevent any damage to the lands or grounds adjoining or lying near the ſaid cut or canal, by the ouzing or flowing of water from, or out of, the ſame, or otherwiſe, and for the making, maintaining, enlarging, opening, or altering, any bridges, roads, ways, paſſages, cuts, locks, tunnels, ſoughs, trenches, ſluices, or other conveniencies, for the conveying, and alſo cranes, weighing beams, and other engines, for the loading or unloading of coals, and other goods, to and from the ſaid cut or canal; and to incloſe and appropriate

ſuch parts of the ſaid lands and grounds adjoining to the ſaid cut or canal, fluices, tunnels, ſoughs, or trenches, as ſhall be proper for wharfs or quays; and to make, maintain, repair, and alter, any bridges, arches, or paſſages, over, under, or through, the ſaid cut or canal, or the ſaid tunnels, ſoughs, trenches, paſſages, gutters, watercourſes, and fluices reſpectively, which ſhall communicate therewith; and to make and ſet up ſuch poſts, rails, hedges, ditches, banks, and other fences, on the ſides thereof, in ſuch places as ſhall be judged neceſſary for ſeparating and dividing the towing paths from the adjoining lands; and alſo to place and lay any earth, ſtone, materials, or things, neceſſary to be got or uſed in, or upon account of, the ſeveral matters and works aforeſaid, on the lands or grounds near to the place or places where ſuch works, or any of them, ſhall be making, erecting, altering, or repairing; and to do and perform all ſuch other matters and things neceſſary or proper for making, maintaining, and the eaſy and convenient uſe, of ſuch cut or canal, tunnels, ſoughs, trenches, paſſages, gutters, watercourſes, and fluices, as he the ſaid Francis Duke of Bridgewater, his heirs or aſſigns, ſhall think fit; he the ſaid Francis Duke of Bridgewater, his heirs or aſſigns, his or their agents, workmen, or ſervants, making ſatisfaction in manner herein, and in the ſaid Act directed, to the reſpective owners of, and perſons intereſted in, ſuch lands, grounds, meſſuages, ways, waters, watercourſes, ſprings, rivers, or brooks, as ſhall be uſed, removed, diverted, or prejudiced, in or by the execution of any of the powers hereby granted.

The powers of the former Act are extended to this: additional clauſes and proviſoes are enacted, and alſo all other matters and things relating to the execution of the powers granted by this Act.

ANNO SECUNDO

GEORGII III. REGIS.

An Act to enable the Moſt Noble Francis Duke of Bridgewater to make a Navigable Cut or Canal from Longford Bridge in the Townſhip of Stretford in the County Palatine of Lancaſter, to the River Merſey, at a Place called the Hemp Stones, in the Townſhip of Halton, in the County of Cheſter.

WHEREAS, by an Act paſſed in the thirty-ſecond year of the reign of His late Majeſty, King George the Second, intituled "*An Act to enable the moſt noble Francis Duke of Bridgewater to make a navigable cut or canal from a certain place in the townſhip of Salford, to or near Worſley Mill and Middle Wood, in the manor of Worſley, and to or near a place called Hollin Ferry, in the county palatine of Lancaſter,*" the ſaid Francis Duke of Bridgewater, his heirs and aſſigns, was and were authorized and impowered, at his and their own coſts and charges, by the ways and means therein mentioned, to make, maintain, and ſupply with water, a navigable cut or canal, paſſable and portable for boats, barges, and other veſſels, at all times and ſeaſons, from any part of a croft or meadow, known by the name of Maſter Cooke's Tenter Croft, in the townſhip of Salford aforeſaid, in the occupation of the ſaid Maſter Cooke, to or near Worſley Mill and Middle Wood, in the manor of Worſley; and from thence to or near Hollin Ferry aforeſaid; and to receive certain tolls, and to make, do, perform, and maintain, divers other works, matters, and things, and to uſe, exerciſe, and enjoy, divers other powers, privileges, and conveniencies, in and about the ſaid navigation, under certain proviſions, regulations, and reſtrictions, in the ſaid Act contained; and certain commiſſioners were appointed by the ſaid Act to execute the ſeveral powers therein expreſſed: And whereas by another Act, paſſed in the Thirty-third Year of the Reign of His ſaid late Majeſty, intituled, "*An Act to enable the moſt noble Francis Duke of Bridgewater to make a navigable cut or canal from or near Worſley Mill, over the river Irwell, to the town of Mancheſter, in the county palatine of Lancaſter, and to or near Longford Bridge, in the townſhip of Stretford, in the ſaid county;*" the ſaid Francis Duke of Bridgewater, his heirs and aſſigns, was and were in like manner authorized and impowered, at his and their own coſts and charges, by the ways and means therein mentioned, to make, complete, and maintain, a navigable cut or canal, paſſable for boats, barges, and other veſſels, at all times and ſeaſons, from or near Worſley Mill aforeſaid, over the river Irwell, at or near Barton Bridge aforeſaid, and on the South ſide of a certain park belonging to Humphry Trafford Eſquire, to or near a certain field called the Dole Field, and to or near Longford Bridge aforeſaid, and

to receive the like tolls as mentioned and granted in the ſaid firſt recited Act, and to make, do, perform, and maintain, divers works, matters, and things, and to uſe, exerciſe, and enjoy, divers powers, privileges, and conveniencies, in and about the ſaid navigation, under certain proviſions, regulations, and reſtrictions, in the ſaid ſeveral Acts contained: And whereas the ſaid Francis Duke of Bridgewater, by virtue of the ſaid Acts, hath made and completed the ſaid navigation from or near Worſley Mill and Middlewood aforeſaid, over the river Irwell, near Barton Bridge aforeſaid, to or near Longford Bridge aforeſaid, and a conſiderable way towards the ſaid town of Mancheſter, and is now proceeding in the execution of the remaining part thereof: And whereas the ſaid cut or canal, ſo begun and carried on, may be further extended and continued from or near Longford Bridge aforeſaid, over the river Merſey, and through the townſhips of Altringham, Dunham, otherwiſe called Dunham Maſſey, Lym, and Thelwell, in the county of Cheſter; and to or near a certain place called the Hemp Stones, in or near the townſhip of Halton, in the ſame county, below the town of Warrington; and may there fall into, and communicate with the ſaid river Merſey; whereby the conveyance of coals, ſtone, timber, and other goods, wares, and merchandizes, to and from the great trading towns of Mancheſter and Liverpool, and the country lying near and contiguous to the ſaid navigation, will be much facilitated, and rendered leſs expenſive, and the utility of the undertakings, authorized by the ſaid former Acts, will be greatly increaſed to the public; and the ſaid Duke is willing and deſirous to extend, continue, make, and complete, ſuch new intended cut or canal at his own expence, and to do and perform ſuch things as ſhall be neceſſary for the ſupporting, maintaining, and rendering, the ſame effectual for the purpoſes aforeſaid, without any higher tonnage rate or duty throughout the whole, or any part of all the ſaid navigations, than is authorized by the ſaid former Acts to be taken upon the cuts or canals therein mentioned: May it therefore pleaſe Your Majeſty, at the humble ſuit of the ſaid Francis Duke of Bridgewater, that it may be enacted; and BE IT ENACTED by the King's moſt Excellent Majeſty, by and with the advice and conſent of the Lords Spiritual and Temporal, and Commons, in this preſent Parliament aſſembled, and by the authority of the ſame, that the ſaid Francis Duke of Bridgewater, his heirs and aſſigns, ſhall be, and he and they is and are hereby fully authorized and impowered, from time to time, and at all times hereafter, at his and their own proper coſts and charges, to make, complete, and maintain, a navigable cut or canal, paſſable for boats, barges, and other veſſels, at all times and ſeaſons, from or near Longford Bridge aforeſaid, over the river Merſey, and through the ſeveral townſhips of Altringham, Dunham, otherwiſe called Dunham Maſſey, Lym, and Thelwell, in the county of Cheſter; and to or near a certain place called the Hemp Stones, in or near the townſhip of Halton, in the ſaid county of Cheſter, and there to communicate the ſame with the ſaid river Merſey; and to ſupply the ſaid cut or canal whilſt the ſame ſhall be making, and when made, with water from the cuts or canals already authorized to be made, and ſuch brooks, ſtreams, and watercourſes, as are authorized to be taken and uſed by the ſaid former Acts, or either of them; and alſo with the brooks or ſtreams of water, known by the names of Houghs End Brook, Lumb Brook, and Norton Brook, and ſuch ſprings as ſhall be found in making the ſaid new cut or canal, from any part of

the ſaid new intended cut or canal; and to continue and uſe the ſaid navigation in ſuch manner as he and they ſhall think fit; and for that purpoſe he and they, and his and their agents, ſervants workmen, and labourers, is and are hereby authorized and impowered, in, upon, or through the lands and grounds of the King's Majeſty, his heirs or ſucceſſors, or of any perſon or perſons, bodies politic, corporate, or collegiate, corporations aggregate or ſole, to bore, dig, cut, trench, ſough, and remove earth, ſtone, rubbiſh, trees, roots of trees, and all other obſtructions, and to conſtruct, erect, and keep in repair, any piers, arches, and other works, in, upon, and acroſs the river Merſey, between the ſaid Longford Bridge and Altringham, for the making, uſing, maintaining, and repairing the ſaid cut or canal, and towing paths, on the ſides thereof; and for the making, uſing, maintaining and repairing of all ſuch ſoughs, tunnels, trenches, paſſages, gutters, and watercourſes, as ſhall be neceſſary and proper to convey ſuch water, as aforeſaid, to and from the ſaid new intended cut or canal, and for the raiſing, ſtrengthening, and ſupporting the banks of ſuch cut or canal, and towing paths, and ſuch ſoughs, tunnels, trenches, paſſages, gutters, and watercourſes reſpectively, and for the making of weirs, and convenient places for diſcharging the water from the ſaid new intended cut or canal, and for making of ſuch back drains, ſoughs, gutters, tunnels or trenches, as ſhall be neceſſary or proper to prevent any damage to the lands or grounds adjoining or lying near the ſaid new intended cut or canal, by the ouzing or flowing of water from or out of the ſame, or otherwiſe, and for the making, maintaining, enlarging, opening, and altering any bridges, roads, ways, paſſages, cuts locks, tunnels, ſoughs, trenches, ſluices, or other conveniencies for the conveying (and alſo cranes, weighing-beams, and other engines for the loading or unloading) of coals and other goods, to and from the ſaid new intended cut or canal, and to incloſe and appropriate ſuch parts of the ſaid lands and grounds adjoining to the ſaid new intended cut or canal, ſluices, tunnels, ſoughs or trenches, as ſhall be proper for wharfs or quays, and to make, maintain, repair and alter any bridges, arches, or paſſages, over, under, or through the ſaid new intended cut or canal, or the ſaid tunnels, ſoughs, trenches, paſſages, gutters, watercourſes and ſluices reſpectively, which ſhall communicate therewith, and to make and ſet up ſuch poſts, rails, hedges, ditches, banks, and other fences, on the ſides thereof, in ſuch places as ſhall be judged neceſſary for ſeparating and dividing the towing paths from the adjoining lands; and alſo to place and lay any earth, ſtone, materials, or things neceſſary to be got or uſed, in or upon account of the ſeveral matters and works aforeſaid, on the lands or grounds near to the place or places where ſuch works, or any of them, ſhall be making, erecting, altering, or repairing; and to do and perform all ſuch other matters and things neceſſary or proper for making, maintaining, and the eaſy and convenient uſe of ſuch new intended cut or canal, tunnels, ſoughs, trenches, paſſages, gutters, watercourſes and ſluices, as he the ſaid Francis Duke of Bridgewater, his heirs or aſſigns, ſhall think fit; he the ſaid Francis Duke of Bridgewater, his heirs or aſſigns, his or their agents, workmen, or ſervants, making ſatisfaction in manner herein, and in the ſaid former Acts directed, to the reſpective owners of, and perſons intereſted in, ſuch lands, grounds meſſuages, tenements, hereditaments, ways, waters, water-

courſes, ſprings, rivers or brooks, as ſhall be uſed, removed, diverted or prejudiced, in or by the execution of any of the powers hereby granted."

Then follow, in this, as well as in the two preceding Acts, all matters and things for the execution of the powers already granted.

From the above ſtatement it will appear, that the third Act (paſſed in the ſecond year of His preſent Majeſty, George III.) enabled the Duke of Bridgewater to join the river Merſey at the Hemp Stones, which place is above Runcorn Gap. But a ſcheme was now planned for making a navigable canal from the river Trent to the river Merſey: a Bill was brought into the Houſe, which in the ſixth year of the preſent King paſſed into *An Act for making a Navigable Cut or Canal from the River Trent, at or near Wilden Ferry, in the County of Derby, to the River Merſey, at or near Runcorn Gap.* In this Act His Grace the Duke of Bridgewater obtained certain clauſes to enable him to make his navigable canal go into the river Merſey, below Runcorn Gap, inſtead of at the Hemp Stones, which is above that place.

AGAIN IN THE PRESENT SESSION OF PARLIAMENT.

ANNO TRICESIMO QUINTO

GEORGII III. REGIS,

WAS PASSED,

An Act to enable the Moſt Noble Francis Duke of Bridgewater to make a Navigable Cut or Canal from his preſent Navigation in the Townſhip of Worſley, in the County Palatine of Lancaſter, to the Townſhip of Pennington, near the Town of Leigh, in the ſaid County.

WHEREAS, by virtue of three Acts of Parliament, made in the thirty-ſecond and thirty-third years of the reign of King George the Second, and the ſecond year of the reign of His preſent Majeſty, the moſt noble Francis Duke of Bridgewater hath made and completed a Navigation from or near Worſley Mill and Middlewood, in the manor of Worſley, in the county palatine of Lancaſter, over the river Irwell, to the town of Mancheſter, in the ſaid county, and alſo from Longford Bridge to the river Merſey, in the county of Cheſter: And whereas, by a ſurvey lately taken, it appears that a navigable cut may be made from the ſaid navigation, in the townſhip of Worſley aforeſaid, to or near the town of Leigh, in the ſaid county; which would be of great benefit to all perſons reſiding or having eſtates near the line of ſuch cut, and of public utility: And whereas, the ſaid Francis Duke of Bridgewater, being Lord of the ſaid Manor of Worſley, and proprietor of the ſaid navigation, is deſirous, at his own expence, to make, ſupport, and maintain ſuch navigable cut as aforeſaid; but the ſame cannot be done without the authority of Parliament: May it therefore pleaſe Your Majeſty, at the humble ſuit of the ſaid Francis Duke of Bridgewater, that it may be enacted; and BE IT ENACTED by the King's moſt excellent Majeſty, by and with the advice and conſent of the Lords Spiritual and Temporal, and Commons, in this preſent Parliament aſſembled, and by the authority of the ſame, That it ſhall be lawful for the ſaid Francis Duke of Bridgewater, his heirs and aſſigns, and he

and they is and are hereby authorized and impowered, by virtue of the ſaid recited Acts and this Act at his and their own proper coſts and charges, by himſelf and themſelves, and his and their deputies, agents, officers, workmen, and ſervants, to make, complete, and maintain a navigable cut from the preſent navigation in the ſaid townſhip of Worſley, to the townſhip of Pennington, near the ſaid town of Leigh, and alſo to make, erect, execute, do, and perform all ſuch works, matters, and things, as ſhall be requiſite and convenient for making, completing, and maintaining the ſaid intended cut, and the navigation thereof, and for ſupplying the ſame with water, and for making, erecting, ſupporting, repairing, and maintaining wharfs, quays, landing places, cranes, weigh beams, warehouſes, bridges, and other works, matters, and things, according to the true intent and meaning of this Act; and in order thereto the ſaid Francis Duke of Bridgewater, his heirs and aſſigns, his and their agents, ſervants, workmen, and labourers, and all and every other perſon and perſons, commiſſioner or commiſſioners, bodies politic, corporate, or collegiate whatſoever, ſhall have and be ſeiſed and poſſeſſed of, and is and are hereby inveſted with ſuch and the like authorities, powers, abilities, eſtates, intereſts, privileges, and advantages, and ſhall be, and is and are hereby made ſubject and liable to ſuch and the like rules, conditions, directions, regulations, limitations, reſtrictions, control, payments, penalties, forfeitures, puniſhments, and benefit of appeal, as are mentioned, directed, given, granted, preſcribed, eſtabliſhed, and inflicted in and by the ſaid recited Acts, or any of them, to every intent and purpoſe whatſoever; and that the ſaid Acts, and all the clauſes, proviſoes, powers, authorities, orders, rules, regulations, limitations, reſtrictions, prohibitions, directions, exemptions, penalties, forfeitures, puniſhments, matters and things therein contained (except ſuch as relate to exemptions from ſtamp duties) ſhall extend, and are hereby extended to, and ſhall take effect, operate, and be put in execution in, for, and in reſpect of the making, completing, repairing, maintaining, and uſing the ſaid intended cut, and the ſeveral works, matters, and things, by this Act authorized to be made, done, and performed, and for the puniſhment of offences in relation thereto, and for the ſelling and conveying of lands, tenements, and hereditaments, and aſcertaining the value thereof, and all other matters and things which ſhall relate to, or happen or ariſe by or in conſequence of the execution of all or any of the powers of this Act, in ſuch and the ſame manner, and as fully and effectually, to all intents and purpoſes whatſoever, as the ſame can or may operate and be executed to, upon, for, or in reſpect of the navigation, and the ſeveral works, matters, and things in the ſaid recited Acts, or any of them, mentioned or authorized to be made, done, and performed, and as if all the ſaid clauſes, proviſoes, powers, authorities, orders, rules, regulations, limitations, reſtrictions, prohibitions, directions, exemptions, penalties, forfeitures, puniſhments, matters, and things, were herein repeated, re-enacted, and applied to the ſaid intended cut, and the ſeveral other works, matters, and things, by this Act authorized to be made, done, and performed, or as the ſame would have done if the ſaid intended cut, works, matters, and things, hereby authorized to be made and done, had been authorized to be made, done, and performed by the ſaid recited Acts, or any of them."

Under the powers granted by this Act, the Duke of Bridgewater is enabled to extend his Navigable Canal from Worfley to near Leigh, at his own expence, but without any additional tonnage.

Tonnage upon the whole length of the Canal, by the original Act - - - - - -	0	2	6
By the other Acts no additional tonnage is granted.			
From Runcorn to Preſton Brook, where the Grand Trunk joins the Duke's Canal, per ton, per mile -	0	0	1

This Canal is in length, by the extenſion to Leigh, thirty-ſix miles, all upon a level: but the Staffordſhire Company having made three tunnels, to keep the whole upon a level to Middlewich, there is a length of canal upon a level of the great extent of fifty-ſix miles.

In addition to this, there are about ſixteen miles of canal under ground, within the mountain at Worſley.

The width of this Canal is, on an average, about fourteen yards at the ſurface.

It's depth, on an average, five feet.

It falls eighty-four feet at Runcorn to the river Merſey, by ten locks.

It is not within our plan to detail the parts of this ſtupendous work:—a work, which will for ever enſure the gratitude of a vaſt commercial nation, and be a laſting monument of the Great Mind of the Patriotic Duke, who is the FATHER OF INLAND NAVIGATION, and who, in the face of difficulties almoſt inſuperable, and in the ſhort ſpan of one life, Himſelf magnanimouſly planned, and ſucceſsfully compleated, what all former Ages deemed impoſſible, and all future will behold with wonder.

THE

SANKEY CANAL.

THE Act of 28th of George II. for rendering navigable the river or brook, called Sankey Brook, in the county palatine of Lancaſter, ſtates in the preamble, that this Brook, from the place where it communicates with the river Merſey, below Sankey bridges, is capable of being made navigable up the ſtream or current of the ſaid brook, and its three ſeveral branches; namely, to Boardman's Stone Bridge, near St. Helens, on the South branch; to Gerrard's Bridge, on the middle branch; and to Penny Bridge, on the North branch. The powers and privileges, uſual in ſimilar caſes, of purchaſing land and other things neceſſary for the navigation at a fair eſtimate, to be made by commiſſioners named in the Act, and the removal of all impediments and obſtructions, are granted to the undertakers in the ampleſt manner; under the limitations, however, that no new mills ſhould be built on the river, or any of its branches; nor any warehouſes, keys, or wharfs, within one hundred yards diſtance of any capital or manor-houſe, or in or upon any field, yard, garden, or orchard, that was uſed as ſuch upon the 29th day of September, 1754, or for twelve months together next after ſuch erection.

It was enacted, that, in conſideration of the great charges and expences of the undertakers, not only in making the ſaid river or brook and its branches navigable, but alſo in maintaining the different works neceſſary to the navigation thereof, it ſhould be lawful for them to demand and recover on all wares and commodities carried up or down the Sankey River or Brook, with its branches, either from the bridges aforeſaid to Liverpool, or any part of the river or its branches, for every ton weight of coal, canel coal, ſtones, ſlate, flags, timber, or other goods and merchandizes, any ſum not exceeding ten-pence, and ſo proportionably for a greater or leſs quantity than a ton.

In favour, however, of works of general or public utility, as well as the private property through which the canal paſſed, it was provided, that lime-ſtones, for all purpoſes, paving ſtones, gravel, ſand, and all other materials for making and repairing of roads, keys, and wharfs, to and upon the ſaid navigation, and for the private uſe of the perſons whoſe lands ſhould be cut, or made uſe of for the ſame, ſoapers' waſte, dung, and all ſorts of manure for land, reſpectively, ſhould not be charged with any duty, but be free and exempted from the payment thereof.—And for the better aſcertaining the tonnage of coal, canel coal, charcoal, coke, cinders, timber, and wood, it was enacted and declared, that ſixty-three cubical feet of coal, canel coal, charcoal, coke, and cinders, ſhould be deemed and rated a ton; and that fifty cubical feet of fir, poplar, alder-wood, withy, or willow, and forty cubical feet of oak, aſh, or any other timber, ſhould be eſtimated a ton.

For the more eaſy collecting the duty, it was enacted, that every maſter of any boat, or other veſſels, navigating on the Sankey or its branches, ſhould give a report in writing to ſuch perſon or perſons as ſhould, from time to time, be nominated by the undertakers' collectors of the duty, under the penalty of paying the ſum of ſeven ſhillings and ſix-pence per ton for all above what ſhould be contained in ſuch account or report.—And, in order that the maſters of all veſſels navigating within theſe limits might be the better known, it was enacted, that they ſhould cauſe their names to be ſet in large capital letters, painted white on each outſide of every boat or other veſſel, higher than it ſhould ſink into the water when full laden, under the penalty of paying to the undertakers, or their aſſigns, the ſum of forty ſhillings, to be levied by diſtreſs and ſale of ſuch offenders goods.

By the ſame Act, power was granted to the undertakers and their aſſigns to enter, meaſure, and gauge veſſels; and, having done this, they are directed to enter the contents of the veſſels, with the names of their owners and maſters, and their reſpective numbers, in a book. Allowance is made of duties in proportion to the deficiency of loading, the vacant ſpace in the boat or veſſel being firſt duly meaſured or gauged.—The undertakers or their agents may re-meaſure every boat or other veſſel when, and as often as, the owner or maſter's name, number, or mark, ſhall be defaced, or otherwiſe, as they ſhall think proper and neceſſary, and renew and mark the ſame again. And if the owner or maſter of the veſſel ſhall refuſe to have it meaſured, marked, or numbered; or if he ſhall alter or deface the names, marks, or numbers, he ſhall pay a forfeit of five pounds.——Boat-maſters or owners of veſſels are made anſwerable for damages done by the crew. Perſons on board, not being duly qualified by the ſeveral laws and ſtatutes relating to game, having nets, guns, or other inſtruments, for taking or deſtroying fiſh or game, are made liable to a fine of five pounds.

By the ſame Act, proviſion is made for the conſtruction and maintenance, at the expence of the undertakers, of convenient gates, bridges, paſſages, and ſtiles, in all the hedges and fences in the

towing-paths and ways; as alſo, of flood-gates, for letting the waters into the lands for their improvement; but thoſe flood-gates are not to be opened from the 1ſt of May to the 10th of October. —Perſons who wilfully or maliciouſly open ſuch flood-gates betwixt the dates of prohibition already mentioned, to forfeit to the land-owners £20. or to be committed to the houſe of correction.—— Perſons wilfully or maliciouſly deſtroying the works belonging to the Navigation are declared by the Act guilty of felony, and liable to tranſportation.

No boatman, having paſſed through any lock within the limits of this Navigation, is to ſuffer the water to remain in the lock longer than is neceſſary for his veſſel to paſs through the ſame: boatmen, or their agents, are to ſhut the lower gates of the lock before they draw the clouſe of the upper gates; and to ſhut the draw-bridges and the gates in the towing-paths. Theſe three articles are enacted under a penalty of forty ſhillings for each offence.

Perſons overloading and obſtructing the paſſage of the river, to forfeit £5.—Veſſels ſunk in the river not to be ſuffered to lie in it to the obſtruction of others, but to be weighed up, and drawn out of the way of other veſſels paſſing and re-paſſing, and to be detained until payment be made of the expences attending that neceſſary operation.—Proper places are made in the river for veſſels to paſs each other: veſſels going up give way to veſſels going down.

It is lawful for any owner or occupier of any lands or tenements adjoining to the Sankey Brook, cuts, or canals, to uſe any pleaſure-boats thereon, without paying any rate or duty; ſo that theſe may not be made uſe of for carrying any coal, or other materials ſubject to duty.

The ſame Act of the 28th of GEORGE II. contains an adjuſtment of the meaſure of coal to be brought down the Sankey river or brook, and ſold within the town of Liverpool. It is enacted, that a coal buſhel ſhall be made in a circular form, with a plain and even bottom of the diameter of nine inches and an half, from outſide to outſide, and containing one buſhel and one quart of water, Wincheſter meaſure. A ſtandard buſhel of braſs has been provided, according to the act of the Legiſlature reſpecting the Sankey navigation, and kept by the clerk of the market.

All dealers in coal within the limits of this Navigation, uſing coal buſhels, are obliged, before they uſe them, to have them fitted for work and uſe with iron or copper; and, after they are ſo fitted, to carry them to the Exchange of Liverpool, to be ſealed by the proper officer there with a ſteel inſtrument on the uppermoſt iron or copper hoop or ſtrap:—And according to the ſtandard buſhel of Liverpool, all other greater or ſmaller meaſures are, in their contents, to be exactly proportioned and adjuſted.—The ſaid coal buſhel and the other ſtandard meaſures for the markets of Liverpool,

to be heaped up with coal, as much as can be readily done with a ſhovel.—The meaſures to be kept at the reſpective places for the ſale of coal; namely, the reſpective warehouſes, yards, cellars, docks, flats, or other veſſels, lying at the town-ſide of Liverpool ſheds, or other repoſitories for coal.—All offenders againſt theſe regulations, reſpecting the uſe of certain fixed meaſures of coal, to forfeit for every offence, the ſum of fifty pounds.

Although the above Act was paſſed for the purpoſe of rendering navigable the brook Sankey, it is to be obſerved, that the navigation intended has not been accompliſhed by deepening, or widening, or in any other way, improving the bed of the river Sankey; but a collateral cut has been executed, to which the brook ſerves as a feeder, and which is, on that account, very naturally denominated the Sankey Navigation. About the year 1760, a ſecond Act was obtained for the purpoſe of lengthening this canal, in order to lock into the river Merſey, with a view to prevent ſo long neaps, for which the additional tonnage of 2d. was granted, making the price of carriage 1s. per ton.—In point of time, this canal claims precedence, it being the firſt executed in the kingdom; it has eight ſingle locks of about ſix feet fall each, and two double locks of 15 feet fall each, making in all 78 feet fall; and eighteen wooden bridges, which turn on ſwivels; its depth is 5 feet 7 inches; width, 16 yards.—The principal articles carried on this canal are copper ore, corn, and coals; of the latter article not leſs than 80,000 tons annually.

THE

Leeds and Liverpool Canal.

THE firſt Act for this Canal paſſed in 1770, by which the undertakers became a body corporate, by the name of "*The Company of Proprietors of the Canal Navigation from Leeds to Liverpool*," with power to raiſe the ſum of £320,000. in ſhares, deemed perſonal eſtate.

The work was proſecuted with ſpirit; and in a few years there were finiſhed $33\frac{1}{2}$ miles on the Yorkſhire ſide, *viz.* from Leeds to Holm-bridge, near Gargrave; and 28 miles on the Lancaſhire ſide, *viz.* from Liverpool to Newbrough; but, the money ſubſcribed being all expended, the works were diſcontinued for ſeveral years.

In 1790 another Act was obtained, to enable the Company to vary the line from the North ſide to the South ſide of the river Calder, and to raiſe a further ſum of money; and the works have ſince been continued from Holm-bridge to near Burnley, in Lancaſhire. The remainder of the line is unfiniſhed at preſent.

In 1794 another Act paſſed, to enable the Company to make a conſiderable alteration in that part of the line of the canal which then remained unfiniſhed; and to carry the ſame more Southwards, ſo as to paſs by the market-towns of Burnley Blackburn, Chorley, and Wigan, where it joins the head of the Douglas Navigation; by means of which, and about ſeven miles of that navigation, (*viz.* between Wigan and Newbrough,) the junction between the Yorkſhire and Lancaſter ends of this canal will be compleated.

The whole length of the canal, according to this arrangement, is 129 miles, *viz.*

From Leeds to the ſummit, near Coln - - - - - - - - - - - - - - -	45	miles.
The ſummit to Wigan -	49	
Wigan (along the Douglas Navigation) to Newbrough - - - - - -	7	
Newbrough to Liverpool - - - - - - - - - - - - - - - - - -	28	
	129	

The ſummit of this canal is at a village, called Foulridge, near Coln, where it paſſes under ground 1630 yards, by a tunnel, which is 18 feet high and 17 feet wide. The fall Eaſtward, from the ſummit, to the navigable river Aire, at Leeds, is 409½ feet; and Weſtward to the baſon, at Liverpool, 431 feet; which baſon is about 52 feet above the river Merſey at low water. Between the ſummit and Leeds are 44 locks, viz. 15 to Holm-bridge, (from which place to near Bingley there is a level pool of 17 miles in length,) 11 from Bingley to the junction with the Bradford Canal, and 18 from thence to Leeds. Between the ſummit and Liverpool are 47 locks, viz. 7 locks near Barrowford, 7 near Blackburn, 28 between Aſpule and Wigan, and 5 (on the upper Douglas Canal) between Wigan and Newbrough.

There are ſeveral large aqueduct bridges on the finiſhed part of the line, particularly thoſe over the river Aire below Bingley and above Gargrave.

This canal is calculated for diſtributing the various imports of Hull and Liverpool over the whole country between Leeds and the latter port; merchandize of all denominations, therefore, paſs upon it: and pervading, at convenient intervals, diſtricts producing coal, limeſtone, and ſtone, of the beſt quality, the trade upon it in theſe articles is conſiderable.

The tonnage allowed to be taken by the Act, is as follows, *viz.*

On merchandize, any ſum not exceeding	1½d. per ton, per mile.
On coals and lime - - - - - - - -	1d.
On limeſtone and other ſtone - - -	0½d.

No wharfage is allowed to be taken if the goods do not remain longer than ſix hours upon the wharf; nor more than 1½d. per ton on coals, ſtone, or brick; and 3d. per ton on merchandize, provided the articles remain no longer there than ſix days.

The original eſtimate was ſhort of £200,000. for the whole canal, which was ſoon found to be very inadequate for the purpoſe, double that ſum having been already expended in executing leſs than two third parts of the line.

From the 1ſt of January, 1793, to the 1ſt of January, 1794, the quantity of Articles carried on this canal was as follows, viz.

ON THE YORKSHIRE SIDE.

Merchandize, including timber, corn, and all other articles, except thoſe undermentioned,	25,288	tons.
Coals	32,800	
Limeſtone	26,098	
Lime and manure	2,898	
Stone, brick, &c.	23,756	

ON THE LANCASHIRE SIDE.

Merchandize, timber, corn, &c.	14,735	tons.
Coals	185,378	
Limeſtone	1,876	
Lime and manure	20,678	
Stone, brick, &c.	4,749	

This canal is 42 feet wide at the top, with 5 feet depth of water; and the dimenſions of the locks upon it are about 70 feet in length, and $15\frac{1}{2}$ feet in width.

PLAN of the DEVIATION LINE, or Middle Part of the LEEDS AND LIVERPO

ORMSKIRK
Burrscough
Rufford
Croston
Moss
Penworthham
PRESTO
Leyland
Eccleston
Standish
WIGAN
CHORLEY
Brindle
LEIGH
NEWTON
BOLTON
Deviation Line of the LEEDS & LIVERPOOL
Here ends the Western part of the Leeds & Liverpool Canal
The Course of the Lancaster Canal
Moors
Darwen Moor
Horrocks Moor
Dean Moor
London: Published as the Act directs, by J.Cary, En

ERPOOL CANAL, connecting the Yorkshire and Lancashire Sides of that NAVIGATION.

PRESTON
Grimsaigh
Ribbleton
Ribble
Alston
Longridge Fell
River Hodder
Elston
Hothersall
Buckley Hall
Samlesbury
Cuerdale
R. Derwent
Turner Gr
Osbaldeston
Ribchester
Fleetwood Hall
R. Ribble
Stonyhurst
Clough Bank
Bolton Hall
Mellor
Sailsbury Park
Dinkley
Low Bridge
R. Ribble
Hoghton Tower
Ramsgreave
Winkley
Pleasington
Stanley House
Beardwood
Henthorn
CLITHEROE
Hacking Hall
Clayton le Dale
Chatburn
Standen Hall
Worston
Sawley Grange
Moulding Hall
Livesey Hall
BLACKBURN
Little Harwood
Billington Moor
Whalley
Pendleton
Mearly
Downham
Lee
Tockhole
Moor Hate Fold
Harwood Hall
Cunliffe
Bowley Hill
Wiswall
Little Mearly
Eaves
Remington
Newby
Grimshaw Park
Sidebeet
Great Harwood
Easterley
Pendle Hill
Low Gate
Fine Peters
White Bark
Read Hall
Twiston
Ings End
Low Darwen
Rushton
Rushton
Sabden Br
Hey Houses
Read
the Gate
Darwen Chap.
Ecclesfield
Brook Side
Simonstone
Over Houses
Burley
Over Darwen
Bank Hold
Altham
Huntroid
Sabden
Henfield Moor
Higham
Padiham
New Church
Town End
Old Accrington
Huncote
Shuttleworth Hall
Stock Bridge
Pendle Fence
Wheatley Lane
Hapton Hall
Sloops Hillock
Crain Head
New Accrington
Rose Greve
Ighton Park
Pendle Water
Car Hall
Barrow Ford
Grime Hills
Moss
Baxenden
Ratcliff
Hambleton Hill
Hapton Moor
Calder R.
Grane
Glannow
Lane Head
Lit Marsden
Gt Marsden
Heap Clough
Sweet Clough
Mosbury
HASLINGDEN
Habergham Eaves
BURNLEY
COLNE
Marsden Hall
Colne Br.
Edgeworth
Cribden Hill
Dunnock Shaw
Wholelane Nook
Height
Brier cliff
Bridge End
Flax Mols
Good Shaw
Quarlton
Tottington Higher End
Rawconstall
Windy Bank
Worsthorn
Trawden
Trawden Forest
Hotcomb Chap.
Eatonfield Chap.
Clough Fold
Holme
Cliviger
Cliviger Common
Moors
Shut Aloworth
New Church
White Well Bottom
Hargrive Fold
Tottington Lower End
Grange Barn
Booth Fold
Mots side
Bury or Haslingden Canal
Tottington Lane Canal

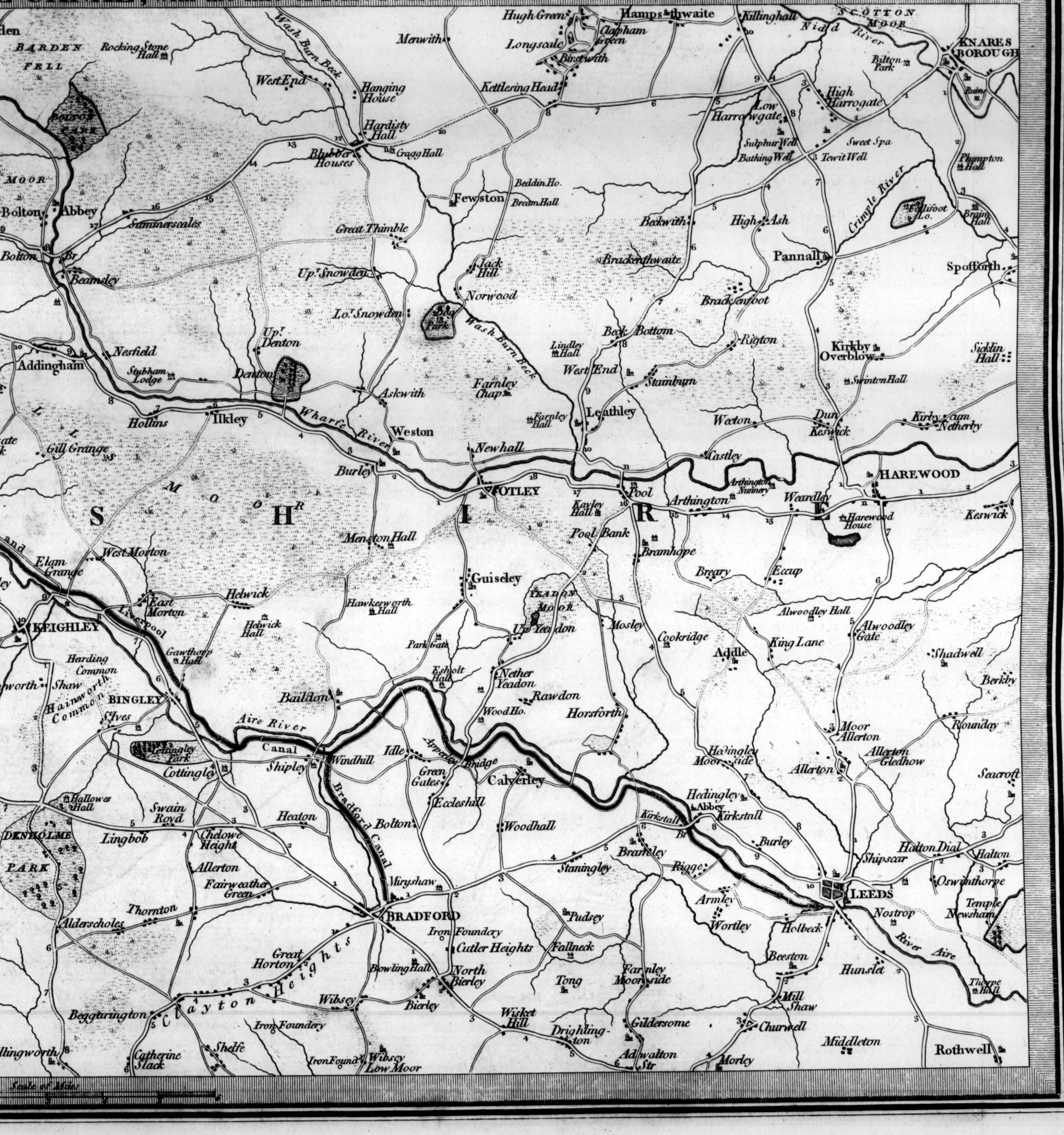
ct directs. by J.C.xxy. Engraver & Map seller. Strand Nov.r 1.st 1795.

PLAN of the YORKSHIRE SIDE of the LEEDS AND LIVERPOOL CA

Rathindl
Skirbeck
Long Preston
Ribble
Scosthorp
Airton
Calton
Brayshay Hall
Rilston
RILSTON FELL
Barden
BARDEN FELL
Otterburn
Eshton Tarn
RILSTON PARK
Norton Tower
Barden Tower
Barden Scale
Lingber
Wiggle sworth
Cow Br.
Wellfield Cochins
Bellbusk
Eshton
Eshton Hall
Flasby
Flasby Hall
FLASBY FELL
RILSTON MOOR
EMBSAY MOOR
HALTON MOOR
River
Pikeber
CONISTON MOOR
Cold Coniston
Gargrave
Holme Bridge
Scales
West Halton
Halton Place
Swindon
Mear Syke
Lane Side
Tewit Hall
Nappa
Bank Newton
side
Aire River
Thorlby
Sturton
Broughton Tarn
SKIPTON
Embsay
Bolton
HAW PARK
Skibden
Snaygill
ROMELEY
Addingham
Up. Bradley
the L. Bradley
Carlton
Elslack
Elslack Moor
Carlton Moor Woodside
Haber Stack
Newsome
Paythorn
Forest Becks
Church Marton
Broughton
West Marton
Marton Hall
Horton
Thornton
Yorkshire
Bolton
Bolton Hall
Stirk Ho
Gisburn
Bracewell
Sykeho
Gilkirk
Coates
Thornton Moor
Earby
Cononley Moor Stone Gap
Cononley
Royd Ho.
Kildwick
Grofs Moor
Wind Gate Nick
Silsden
Leeds
Lothersdale
Barnoldswick
Sawley Grange
Newby
Todber
Howgill
Rainington
Ings End
Low Gate
the Gate
Eaves
Twiston
Downham
White Moor
The
Stone Trough
Toms Grofs
Hawshaw
Cowling Hill
Malsis Hall
Glusburn
Grofs Hill
Eastburn
Steeton
Sutton
Hollins
Utley
Elam Grange and
KEIGHL
Braithwaite
Laycock
Holme House
Hainworth
Okeworth Hall
Haworth
Stanbury
Oxnop
DENHOLME PARK
Foultridge
Salter Syke
Burley
COLNE
Hanshaw Bridge
Emmot Hall
Barrow Ford
New Church
Colne Br.
Camels Grofs
PENDLE FOREST
Gr. Marsden
Wheatley Lane
Marsden Hall
Trawden
TRAWDEN FOREST
Ponden
Fence
Lit. Marsden
Higham
Pendle Water
DEVIATION LINE
Brierdiff
Ladlaw
LANCASHIRE
Lane Head
Padiham
Stock Bridge
BURNLEY
Townley Park
Habergham Eaves
Clivigen
Widdop
Ridge Grofs
Greenwood
Grimsworth Dean
Grimsworth Hall
Illingworth
Scale of Miles

London Published as the Act directs by J.Cary, Engraver &

L CANAL, with the line of NAVIGATION from thence to BRADFORD.



by J. Cary, Engraver & Map-seller, Strand Nov.r 1.st 1795.

PLAN of the LANCASHIRE SIDE of the LEEDS AND LIVERPOOL

I R I S H S E A

RIVER DEE

CHESHIRE

RIVER MERSEY

LANCASHIRE

Gr. Meols
Lit Meols
Wallisey
Morton
Bidston
Liscard
Saughall Massie
Grange
Over Church
Newton
West Kirby
Seacombe
Greasby
Upton
Ford
Wood Church
Woodside
Oxton
Birkenhead Abbey
Thurstaston
Irby
Landican
Prenton
Barnston
Heswall
Brimstage
Gt Bebbington

Birkdale
Ainsdale
White Otter
Formby Hall
Formby
Barton Meer
Barton
Halsall
Altcar
Hesketh
Canal
North End
Alt River
Hill House
Down Holland
Hill Town
Ince Blundell
Lit Crosby
Liddale
Aughton
Lunt
Thornton
G. Crosby
Sephton
Maghull
Moor Hall
Buckley Hill
Netherton
Gunscough
Litherland
Orrell
Melling
Aintree
Linacre
Wadbreck Moor
Bootle
Alder Bridge
Fazakerley
Walton
Kirkdale
Little Britain
Everton
Knowsley Chapel
LIVERPOOL
Derby Chap.
Croxteth Park
Low Hill
West Derby
Town Row
Knowsley
Knowsley Park
St James's Church
Fairfield
Old Swans
High Park
Knowsley Hall
Smethan Lane
Wavertree
Broad Green
Taxteth Park
Mock Beggar
Roby
Huyton
PRESCOT
Childwall
Mosley Hill
Whiston

Scale of Miles

London Published as the Act directs, by J. Cary Engraver &

POOL CANAL, including alſo the DOUGLAS NAVIGATIONS.

North Meals
Row Lane
Blowick
Martin Mere
Breckels
Hesketh with Becconsall
Longton
River Ribble
Lit Hool
Much Hool
Tarleton
Walton le Dale
R Derwent
Moss
Bretherton
Mosney
Solom
Farrington
Ramber
Snape
Bescar
Berry Ho
Drummersdale
R Lostock
Dunkirk
Cuerden
Croston
Leyland
Clayton Green
Hoghton
Thorp
Scarisbrick
Martin Lane
Rufford
Ulnes Walton
Shaw Hall
Clayton
Brindle
Navigation
Douglas
Leyland Lane
Bangers Green
Hurlstone Green
Martin Hall
Harrinson Green
Burscough
Lower
Eller Brook
R Yarrow
Eccleston
Shaw Green
Euxton
Whittle in the Woods
Black Moor
Mawdsley
Eccleston Green
Wheelton
Briers Mill
Horsecar Moss
Bolton Green
Heapey Chap.
ORMSKIRK
Aughton
Bispham
Heskin
Charnock Richard
CHORLEY
Latham Hall
Newbrough
Here ends the Western part of the Leeds & Liverpool Canal
Welch Whittle
Yarrow Br
Moss
Moor Hall
Latham
Bridge Green
Parbold
Mosse Lee
Coppull
Douglas Chapel
The Upper Douglas Navigation
Coppull Chap
Langtree
Bickerstaffe
Skelmersdale
Appley Br
Wrightington
Adlington
Heath Charnock
Standish
Dalton
Rivington
Sherrington
Standish Hall
Moss
Gathurst Br
Heaton less Gross
Rivington Pike
C A S H I R E
Holland Moor
Crook
Blackrode
Moors
Orrels
Ackhurst
Up Holland
Two Lads
Orrels Post
Lawns
Haigh Park
Harwich
Rainford
Pemberton
WIGAN
Red Moss
Winstanley Hall
Blark Hill
LEEDS and LIVERPOOL
Canal
Hallwell
Rainford Mills
Billinge
Winstanley
Smithy Brook
Deviation
Four Yates
Boon
Billinge Chapel
Park Lane Chap
Win Yate
BOLTON in the Moors
Eccleston
Denton Green
Moss Bank
Garswood Park
Hindley
West Houghton
Dean
Gillars Green
Windle
Platt Br
Rotten Row
Daisy Hillock
Over Hulton
Dean Moor
ST HELLEN
Ashton Croft
Parr Hall
New Hall
Makerfield
Edge Green
Hulton Park
Middle Hulton
Thatton Heath
Broad Oak
Ashton
Sutton Heath
Peasley Cross
Parr
Haydock
Sankey Nav
Chowbent
Scale of Miles

J. Cary Engraver & Map seller Strand Nov.r 1.st 1795.

THE

Douglas, alias Aſland, Navigation.

By an Act, paſſed in the ſixth year of the reign of George I. William Squire, Eſq. and Thomas Steers, Gent. both of Liverpool, were empowered to make the river Douglas, alias Aſland, navigable, from a place called Miry Lane End, in the townſhip of Wigan, to the river Ribble, with ſuch collateral cuts as may be found neceſſary.

The tonnage allowed to be taken is not to exceed 2s. 6d. per ton; and is to be the ſame with reſpect to Coal and Cannel, whether the diſtance they paſs be greater or leſſer.

By the Act for making the Leeds and Liverpool Canal, which paſſed in 1770, Alexander Leigh, Gent. and the other proprietors of the Douglas Navigation, were authoriſed to make a canal from that navigation, to the Leeds and Liverpool Canal, near a place called Newbrough, where they croſſed each other. This junctive cut or canal, being about $3\frac{1}{2}$ miles long, with a fall of 12 feet, was compleated in 1774.

Afterwards, the proprietors of the Leeds and Liverpool Canal became purchaſers of a conſiderable part of the Douglas Navigation, and, in order to improve the ſame, executed an entire canal from the junctive canal above-mentioned, to Wigan. The length of this part is $3\frac{1}{2}$ miles, and it contains 18 feet of lockage. By this means an entire canal was made from Wigan to the junction with the Leeds and Liverpool Canal, near Newbrough, of about ſeven miles in length, containing five locks, which include a fall of 30 feet. This part is called the *Upper Douglas Navigation.*

Soon afterwards the proprietors of the Leeds and Liverpool Canal became ſole owners of the Douglas Navigation; and, in order to improve the lower part of it, made a cut out of the Leeds

and Liverpool Canal, at a place called Brier's Mill, about three miles Weſt of Newbrough, to Ruſford, to join a cut, formerly made from thence to Solom. This cut was finiſhed in 1781; is three miles in length, and contains 41 feet of lockage.

The *Lower Douglas Navigation*, therefore, conſiſts of a canal from Brier's Mill to Solom, about five miles in length, and of a river navigation from Solom to the river Ribble, about four miles long, in which are eight locks; the fall of the whole being 49 feet.

The chief articles carried on this navigation are the following: 1ſt. Coal and Cannel, which are got upon the banks of the Upper Douglas, and round Wigan, for the ſupply of Liverpool, Preſton, Lancaſter, and other places, Northwards of the river Ribble. 2dly, Limeſtone, upwards, for ſupplying Wigan and that neighbourhood. 3dly, Various articles of merchandize from Liverpool, downwards, to Preſton, &c. and upwards, to Wigan, &c.

From the 1ſt of January, 1793, to the 1ſt of January, 1794, the following articles were carried on this navigation, viz.

Merchandize, including timber, corn, and all other articles except the following	10,049 tons.
Coals	34,316
Limeſtone	6,522
Stone, bricks, &c.	4,699

The dimenſions of the canals belonging to this navigation are, from 24 to 30 feet wide at the top, with 5 feet depth of water; and the locks are 15½ wide, and about 70 feet long.

LEEDS AND LIVERPOOL CANAL, AND DOUGLAS NAVIGATION.

Neat income for 1789	£14,201
1790	16,843
1791	18,660
1792	21,094
1793	24,004
	94,802
* Mean of five years, ending 31ſt December, 1793	£18,960

* This muſt be underſtood to be the produce of thoſe parts of the Leeds and Liverpool Canal only, which were then finiſhed, *viz.* from Holm-Bridge to Leeds, on the Yorkſhire ſide; and from Newbrough to Liverpool, on the Lancaſhire ſide.

THE

BRADFORD CANAL.

IN the year 1771, an Act was obtained for making a Navigable Cut, or Canal, from Bradford, to join the Leeds and Liverpool Canal, at Windhill, in the townſhip of Idle, in the county of York; the ſubſcribers to which were made a body politic and corporate, by the name of "*The Company of Proprietors of the Bradford Navigation*," and empowered to make the ſame as ſoon as £6000. was ſubſcribed; to be divided into 60 ſhares, and to be deemed perſonal eſtate.

This Canal, or rather branch, is about three miles long; and has eight locks, including a fall of about 81 feet, of the ſame ſize with thoſe on the Leeds and Liverpool Canal. It was finiſhed in 1774.

Beſides the various Articles of merchandize, conſiderable quantities of coal, ſtone, and iron, (the produce of the neighbourhood of Bradford,) are carried on this navigation.

The tonnage allowed to be taken by the Act, for articles which paſs through the whole, or on any part, of this canal, is as follows, *viz.*

For every ton of any kind of clay, brick, ſtone, coals, lime, dung, and manure - -	6d.
For every ton of timber, goods, wares, merchandize, and other commodities - - -	9d.

This canal is from 24 to 30 feet wide at the top, with five feet depth of water.

BRADFORD CANAL.

THE

TRENT AND MERSEY CANAL,

COMMONLY CALLED,

The Grand Trunk.

IN the ſixth year of the reign of George III. A. D. 1766, an Act paſſed, intituled, "*An Act for making a navigable cut or canal from the river Trent, at or near Wilden Ferry, in the county of Derby to the river Merſey, at or near Runcorn Gap.*"

The preamble ſets forth the advantages which will ariſe from making the ſaid canal, and the Act ENACTS, that certain perſons therein named ſhall be a body politic and corporate, by the name of *The Company of Proprietors of the Navigation from the Trent to the Merſey*; and authoriſes them to cut a navigable canal from Wilden Ferry, in the county of Derby, to or near Aſton, Weſton, and Egginton, in the county of Derby, Burton, Wichnor, Haywood, Sandon, Stone, Trentham, Stoke, Newcaſtle and Harecaſtle, in the county of Stafford, and Lawton, Sandbach, Middlewich, Preſton Brook, and Runcorn, in the county of Cheſter.

With full power to enter on any land, ſet off, dig, cut, and make the ſaid canal, with the neceſſary towing paths, bridges, tunnels, aqueducts, ſluices, locks, wiers, reſervoirs, &c. and to erect the neceſſary wharfs, quays, landing places, cranes, and other works, the ſaid Company paying a reaſonable compenſation for all damages done by them; and the uſual powers are given to all bodies politic, &c. and all truſtees, guardians, &c. to ſell and transfer; and commiſſioners are appointed to determine all differences.

The proprietors were authorized to raiſe amomg themſelves the ſum of £.130,000 divided into 650 ſhares of 200l. each. Every ſubſcriber to have a vote for each ſhare, and no perſon is to poſſeſs more than twenty ſhares, except by will or act in law. That ſum not having been ſufficient to complete their works, they were empowered by ſeveral ſubſequent Acts of Parliament, to raiſe the further ſum of £.194,250 on mortgage of the tolls.

General aſſemblies are to be held on the laſt Tueſday in March, and the laſt Tueſday in September, in every year. Each general aſſembly to conſiſt of 300 ſhares, as principals, or proxies. A committee of twenty-one to be choſen by the general aſſembly, to tranſact the buſineſs of the Company; ſubject to the controul of ſuch general aſſembly.

Deſtroying the works of the canal is declared to be felony, and the perſon guilty to be tranſported for ſeven years.

The proprietors are allowed to take for tonnage on coals, ſtone, timber, and other goods, wares and merchandize, a ſum not exceeding 1d.$\frac{1}{2}$ per ton, per mile, and a further rate of wharfage on all ſuch goods as ſhall remain on the wharfs above twenty-four hours.

Paving ſtones, gravel, ſand, and all materials for making and repairing the roads, (lime-ſtone excepted) dung, ſoil, marle, and other manure for land, are exempted from any duty, provided the ſame ſhall be conveyed when the water flows over the wiers of the locks.

The other clauſes, proviſoes, powers, authorities, orders, rules, regulations, conditions, limitations, reſtrictions, prohibitions, exemptions, penalties, forfeitures, and benefit of appeal, uſual in Acts for making canals, are inſerted in this Act.

By a clauſe or clauſes in this Act, and by agreement with the proprietors of the Trent and Merſey Company; the Duke of Bridgewater, takes a part of their line from Preſton Brook, and is thus enabled to carry his navigable canal into the river Merſey, below Runcorn Gap.

In the year 1776, another Act was obtained to enable the ſaid Company of Proprietors, to extend and make a branch from the ſaid canal, on the ſouth ſide of Harecaſtle, in the county of Stafford, to Froghall, and from thence to make a rail-way to or near certain lime-ſtone quarries at Caldon, in the ſaid county.

The Trent and Merſey Canal was begun the ſame year the Act paſſed, and carried on under the direction of the late Mr. James Brindley, and after his deceaſe, by his relation, Mr. Hugh Henſhall, and completed in the year 1777.

The execution was attended with many difficulties, which before that time were deemed inſurmountable, particularly in croſſing the river Dove, in Derbyſhire, where the canal is carried over that river, (thirteen feet above its level,) by means of an aqueduct of 12 arches, 15 feet wide each, and 11 others, from 12 or 15 feet, on each ſide of the river; alſo, in perforating the hill of Harecaſtle in Staffordſhire, a work of immenſe labour, and great expence.

The Caldon branch and railway to the lime-ſtone quarries are alſo finiſhed.

The canal from the river Trent to the river Merſey, which includes the ſix miles from Preſton Brook to Runcorn, belonging to the Duke of Bridgewater, is ninety-nine miles in length,—the Caldon branch with the railway to the lime-ſtone quarries, is twenty-one,———whole length 120 miles; having 258 road and foot bridges, 127 aqueducts and culvets, 91 locks, 5 tunnels, making together, 5237 yards in length, and 4 reſervoirs for water, covering upwards of 60 acres of land. There are 16 wharfs, on which are erected ſufficient warehouſes, cranes, and weighing engines, for landing and depoſiting goods.

The ſummit or higheſt pound of water in the main canal is at Harecaſtle, in length about ſix miles, for the ſupply of which, the Company have powers by the before-mentioned Acts, to take all waters found within 5 miles thereof. The lockage from this pound to the river Trent at Wilden Ferry, is 316 feet, by means of 34 locks 7 feet wide and 6 locks of 14 feet width, the latter of which enable river boats to come up the canal as high as Horninglow, near Burton. From the ſaid ſummit to the junction with the Duke of Bridgewater's canal, near Preſton; the lockage is 326 feet, by means of 35 locks 7 feet wide.

On the banks of this canal in Cheſhire there are ſeveral ſalt works, where the fine white ſalt is made from brine, and, alſo an inferior ſort for the Newfoundland and other fiſheries. The ſeveral Counties of York, Lancaſter, Lincoln, Nottingham, Derby, Leiceſter, Warwick, Oxford, Stafford, &c. &c. are chiefly ſupplied from theſe works. There is, at Marſton near Northwich, a mine of rock ſalt which is dug in immenſe quantities and exported from Liverpool toRuſſia and other foreign parts.

The coal works are very numerous on the line of this canal; particularly about Harecaſtle, where ſome of them communicate with the canal by ſide branches, or cuts made out of the tunnel, which enable boats to navigate into the works, and load their coals at a very moderate expence. There are other coal works at Norton, Hanley, Lane End, &c. The coals from the Norton works are in high eſtimation from their excellent quality, indeed there are none more pure and free from ſulphur, ſome

of theſe, as alſo from Harecaſtle, are conveyed to a conſiderable diſtance by water, even to Oxford, which is above 160 miles. The prices at the pits are various, from 5s. to 6s. per ton of 21 cwt.

The Staffordſhire potteries are ſituated in the neighbourhood of Newcaſtle Under Line, about the centre of this canal; which ſituation renders the ports of Hull, Liverpool and Briſtol equally convenient for the exportation of the manufactured ware, ſo well known and eſteemed all over the globe.

This canal connects the ports of Hull and Liverpool; and by means of the Staffordſhire and Worceſterſhire Canal (which unites with this canal at Haywood,) and the river Severn, communications are formed with all the great trading and manufacturing places in theſe parts of the kingdom, and, alſo, with the metropolis.

The expedition in conveying goods by Inland Navigation being a matter of great importance to traders; it is worthy of remark, that goods are frequently carried coaſtwiſe from London to Gainſborough, and from thence into Staffordſhire, by means of the river Trent and the Grand Trunk Canal, from 14 to 20 days, and from Hull to Mancheſter in 10 days, a diſtance of nearly 250 miles.

The rates for carriage of goods on the canals and rivers are various according to the quality, bulk, &c. but may be reduced under three heads, namely,

GOODS PERISHABLE, UNPERISHABLE, AND BULKY.

Periſhable goods are ſuch as from their nature are moſt hazardous to carry, or goods very valuable, as wine, ſpirits, oil, and all kinds of grocery, porter, ale, grain, flour, malt, hardware, &c.

Unperiſhable goods, are pitch, tar, tallow, iron, deals, ſtone, clay, flint, &c.

Bulky goods, are wool, cotton, feathers, leather, hemp, flax, crates and caſes of glaſs and pottery, bales and truſſes of Mancheſter or other manufactured goods.

	Periſhable.	Unperiſhable.	Bulky.
On the canals, before recited, for tonnage, wharfage, freight, &c. per ton, per mile, about - - - - - - - - - - - - - - - -	3d.	2d.	4 ½
On the river Trent from Gainſboro' to Shardlow near Wilden Ferry, per ton	10s.	8s.	12 to 15s.
On the river Merſey from Liverpool to Runcorn, - - - - - per ton	3s.	2s. 4d.	4 s. 6d.
On the river Severn from Briſtol to Stourport, - - - - - per ton	10s.	8s.	20s.

Continuation of the TRENT and MERSEY CANAL, includi

Blackshaw Moor
Onecote
Waterfall
Calton
Church Mayfield
Edlaston
Snelston
Yeaveley
Darley Moor
Alkmanton
Winkhill Bridge
Caldon Low
Caldon
Lime Kilns
Calwich Common
Wooton
Norbury
Raston
Cubley
Poolend
Low Hall
LEEK
Ellastone
Ramsor
Wooton Park
Ipstones
Whiston Eaves
Farley
Marston Montgomery
Calmoor
Riv. Churnet
Rocester
Alveton
Bradley
Lee Hill
River Churnet
Kingsley
Froghall
Railway
Cheddleton
Branch
Cats Edge
Croxden
Doveridge
Endon
Stanley
Kingsley Moor
Hollington
Spath
Dove Bridge
CHEADLE
Hollington Heath
Stramshall
Bagnall
Wetley Moor
Oreg End
Moberly
Beamhurst
UTTOXETER
Netherland Green
Norton Green
Milton
Norton
Upper Tean
Foal
Checkley
Blunts Green
Sitch Tean Ford
Dilhorn
Ash
Nether Tean
Bramshall
Wills Lock
Tatmans Low
Folsbrook
Draycott
Leigh
Buckhall
Holly Greave
Caverswall
Loxley
Loxley Green
Lodge
Bagots Park
Handley Green
Birchmarsh
Dods Leigh
Middleton Green
Saverley Green
Bursley
Lane End
Sheldon
Lower Lane
Lane Delph
Eulford
Moraley Heath
Blythe
River
Kingston
Gratwich
Etruria
Stoke
Trent
Meir Heath
Waste
Millwich Heathe
Charlley Park
Oak Woods
Blurton
NEWCASTLE under LYME
Hilderston
Fradswell
Brampton Heath Pool
Charlley Castle
Coton
Newcastle under Lyme Canal
Handford Bridge
New Park
Milwich
Trentham
Barlaston
Mersey
Handwich Heath
Amerton
Stowe
Blithfield
Shea Bridge
Outon Heath
Titten or
Millstone Green
Sandon
Gayton
Weston
Hixton
Hopton Heath
Acton
ST ONE
Darlaston
Aston
Stoke
Barston
Westonn Hall
Park
Ingestry
Haywood Lit Haywood
Colwich
Bishton
Whitmore
Sandy Ford
Darlaston Green
Hopton Heath
Lodge
Haywood Mill
Tixall
Canal
Wolseley Park
Skelton Heath
Swinnerton
Madely Park
Stableford Bridge
Swinnerton Heath
Yarnfield
Marston
Triumphal Arch
St Thomas Heath
Chapel Chorlton
Meer Heath
Whitgreave
Sow R
Worcester
Milford
Kingston Pool
Baswich
Walton
Brockton
Mill Mease
Meer
Standon
Halfhead
Gt Bridgeford
Sow River
Weeping Gross
Slindon
Chebsey
Lit Bridgeford
STAFFORD
Park Riv.
Scale of

London Published as the Act directs by J. Cary

ncluding alſo that part of the COVENTRY called the FAZELEY CANAL.

Completion of the Trent & Mersey.

Fazeley Canal
* From Whittington Brook to the Junction with the Trent & Mersey, belongs to the Coventry Company_& from Whittington Brook to Fazeley, belongs to the Birmingham Canal Navigations. _The usual Stile given to the Line is Fazeley Canal.

Act directs by S. Cary, Engraver & Map seller Strand Dec.r 20. 1796.

PLAN of Part of the TRENT AND MERSEY CANAL, inclu

Walton
Stretton
G.t Budworth
Witton
Lostock
Lostock Green
Lach Dennis
Lees
Holms Chapel
Antrobus
Budworth Mere
Howshire Lane Bri
Penneys Lane
Yatchouse Green
Shropton Green
Walker Green
Hatton
Gumberbach
Salt Rock Pits
Higher Whitley
Lower Whitley
Daresbury
Anderton
NORTH WICH
The
King Street
Yatchouse
Shipbrook
Dane
Trent
and
Mersey
River
Canal
Navigation
Hollow way Head
Saltersford Tunnel
Barnton Tunnel 572 Yards
Davenham
MIDDLEWICH
Salt Works
Preston on the Hill
Bartington
Little Leigh
Dutton
Hartford
Tatton
Wheelock
Preston Brook
Preston Tunnel 1241 Y.
Weever
Waverham
Grange Hall
Sandway Lane
New Church
Petty Pool
Winsford
Clive Green
Warmingham
Halton
Aston
Aston Hall
Sutton
River
Growton
Guddington
Over
Over Church
Swanlow Lane
Kingsley
FRODSHAM
CHESHIRE
Overton
Church Minshull
Leighton
River Weever
Netherton
Intack
FOREST OF DELAMERE
Oak Mere
Lit. Budworth
Cholmondeston Hall
Wood Green
Helsby
Oulton Hall
Wettenhall
Oulton Low
Cholmondeston Green
Alvanley
Cholmondeston
Hopsford
Manley
Luddington Hill
Eaton
Calverley Hall
Dunham on the Hill
Ashton
Kelsall
Abraham
Highway side
Barbridge
Hurleston
Acton
Tarporley
Moor Heath
Clutton
Utkington
Tilston
Winbold
Tarvin
Tiverton
Bunbury
Burland Green
Bridge Trafford
Great Barrow
Audlem
Beeston Br.
Plemston
Burton
Brassey Green
Spurstow
Ley
Holme Street
Howfield
Wervin
Beeston Brook
Beeston Castle
Eaddily
Baddiley
Mickle Trafford
Stanford Br.
Brerton Stapleford
Huxley Gr
Mere
Guilden Sutton
Stanford Heath
Canal
Woodhay
Hoole
Hargrave
The Chester
Peckforton
Groxton Green
Wrenbury
Littleton
Christleton
Waverton
Newton
Burwardsley
Beach Hall
Flookbrook
Tattenhall
Balkley
Cholmondeley
Park
Saighton
Gallowstree Bank
Hartshill
Norbury
CHESTER
Deb River
Churton Heath Chapel
Handley
Edgerton Green
Hanbridge
Barnhill
Larkton
Marbury

London: Published as the Act directs, by J. Cary Engrav

L, including alſo the line of NAVIGATION from CHESTER to NANTWICH.

Brownedge
Smallwood
Church Lawton
Red Bull
Harecastle Tunnel 2888 Yds
Golden Hill
Gt. Chell
Norton
Jt. Milton
Caldon Branch
Caverswall
Bucknall
Holly Greave
Handley Green
Park Hall
Bradwell Green
Dean Hill
Salt Works
Talk on the Hill
Bursleam
Snead Green
Lane End
Lane Delph
SANDBACH
Red Street
Woolstanton
Etruria
Stoke
Great Fenton
Booth Lane Head
Wheelock
Salt Works
Elton
River
Chesterton Greasley Br.
St. N.B. NEWCASTLE under Lyme
Newcastle under Lyme Canal
Blurton
Radway Green
Audley
Miles Green
STAFFORD
Haslington
Warmingham Lane
Barthomley
Alger Bank
Knutton
Handford Br.
New Park
Trentham
Maw Green
Grewe Green
Grewe Hall
Knowl Bank
Cooks Gate
Keele
Shea Br.
Millstone Green
Tittensor
Church Coppenhall
Leighton
Costy Hill
Betley
Little Madley
Yew Green
Acton
Shelton Heath
Sandy Ford
Shavington
Shavington cum Gresty
Betley Mere
Gr. Madeley
Whitmore
Stableford Br.
Swinnerton
Swinnerton Heath
Wistaston
The Hough
Madely Park
Chapel Chorlton
Lea
Wybunbury
Checkley
Dodington
Bridgemore
Maer & Heath
Standon
Mill Meese
Walgherton
Slapeley
Wore Flash
Wore
Aston
Slindon
Hunterston
NANTWICH
Hatherton
Podmore
Ashley
Acton
Shrew Br.
Knighton
Ashley Heath
Charnes
Cockmere Pool
Hankilow
Buerton
Winnington
Muckleston
Broughton
Hack Green
Little Heath
Buerton Green
Norton
Ridgwardine
Logerheads
Bishops Offey
Baddiley
Sound Heath
Hollin Green
Audlem
Oakley
Bishops Wood
River Weever
Aston
Betton
Hales
Wrenbury
Newhall
Almington
Adbaston
Doyles Green
Wilksley
Combermere
DRAYTON
Cheswardine
Knighton
Batchacre Park
Burly Dam
Adderley
Marbury
Hallhurst
SHROPSHIRE

Scale of Miles

s, by J. Cary Engraver & Map-seller, Strand Dec.r 20. 1796.

THE

Newcaſtle Under-Lyme-Canal.

BY an Act, paſſed in the thirty-fifth year of the reign of George III. intituled, "*An Act for making and maintaining a navigable canal, from and out of the navigation from the Trent to the Merſey, at or near Stoke upon Trent, in the county of Stafford, to the town of Newcaſtle-Under-Lyme, in the ſaid county;*" certain perſons are incorporated, by the name of the *Newcaſtle-Under-Lyme Canal Company*, to make a canal, from out of the Trent and Merſey Canal, near Stoke upon Trent, to Newcaſtle-Under-Lyme; with the uſual clauſes: and with powers to raiſe £.7,000 in 140 ſhares of 50l. each; and a further power to raiſe £.3000, by way of mortgage if neceſſary.

The rates of tonnage, including wharfage, are

On coal, lime-ſtone, and iron-ſtone, per ton, per mile, not exceeding -			1d. ½d.
Other goods, - - - - - - - - - -	ditto - - -	ditto - - -	2d.
If leſs than a ton in a boat - - - - - - - - - - - - - - - - - -			6d.

The object of this canal, is the ſupply of the potteries with coal, from the neighbourhood of Newcaſtle, and the conveying of lime-ſtone from Caldon Lowe, by means of the Trent and Merſey Canal, for the purpoſes of agriculture.

THE Chefter Canal.

THE Act to empower the perſons therein named, to cut a canal from Nantwich to Cheſter, paſſed in the year 1770. The line directed to be purſued, is from the river Dee, at Cheſter, by Chriſtleton, Waverton, Hargrove, Huxley, and Tiverton to Nantwich. Permiſſion is alſo given to cut a branch from a place weſt of Tiverton, to the northward, over Lea Green and Clive Green to Middlewich. But a clauſe is inſerted in the Act to prevent this canal from communicating with the Trent and Merſey Canal, at Middlewich.

The branch to Middlewich was abandoned, but the canal was begun in 1772, and completed in a ſhort time. For want of coal and lime-ſtone on the line of this navigation, and owing to a heavy mortgage, this canal has hitherto remained in a dormant ſtate.

THE

Staffordſhire and Worceſterſhire Canal.

IN the ſixth year of the reign of George III. A. D. 1766, "*An Act paſſed for making and maintaining a navigable cut or canal, from the river Severn, between Bewdley and Titton Brook, in the county of Worceſter, to croſs the river Trent, near Haywood Mill, in the county of Stratford, and to communicate with a canal, intended to be made between the ſaid river Trent and the river Merſey.*"

The preamble ſets forth, that by making a cut or canal, from the river Severn, through or near Kidderminſter, in the county of Worceſter, to or near Autherley, in the county of Stafford, and from thence by or near the river Penk, to or near Penkridge, and from thence croſs the river Trent, near Haywood Mill, and to join and communicate with a navigable cut or canal intended to be made between the rivers Trent and Merſey, for the navigation of boats, barges, &c. with heavy burthens, will open an eaſy communication between the interior parts of the kingdom and the ports of Hull, Liverpool, and Briſtol, and other trading towns, which will be of advantage to the ſaid towns, and to their manufactories, and will tend to the improvement of the adjacent lands, the relief of the poor, and the preſervation of the public roads; it, therefore,

ENACTS, that the perſons therein named and their reſpective ſucceſſors, heirs, and aſſigns, ſhall be a company for the above purpoſe, and be one body, politic and corporate, by the name of *The Company of Proprietors of the Staffordſhire and Worceſterſhire Canal Navigation*, and by that name ſhall have perpetual ſucceſſion, and a common ſeal, and by that name may ſue and be ſued.---And ſhall have powers to purchaſe lands without incurring the penalties of the ſtatute of Mortmain; and to compleat the ſaid cut, and ſupply the ſame with water from certain reſervoirs and ſprings, to make reſervoirs of water, and enter the lands of any perſon or bodies corporate, to dig and cut the ſame, and erect the neceſſary buildings, doing as little damage as may be, and making ſatisfaction to the owners and proprietors thereof.

The ground to be taken not to exceed 26 feet in breadth, except in certain places where it may be judged neceſſary to put down wharfs, or for the boats to turn, lie, or paſs each other, and not to exceed 60 yards in breadth in ſuch places. Nor ſhall any land be ſet out, contracted for, or uſed for making any navigable cut from the ſaid canal, without the conſent of the owner, nor above 1000 yards with ſuch conſent.

Power is given to bodies corporate, truſtees, guardians, &c. to ſell and convey ſuch land or exchange the ſame, and in caſe of diſagreement between the parties reſpecting the prices, commiſſioners are appointed to determine the ſame; and if their award is unſatisfactory, a jury is to be ſummoned, whoſe verdict is to be final. Perſons maliciouſly deſtroying the banks, or other works erected in purſuance of this Act, ſhall be deemed guilty of felony and tranſported for ſeven years.

Proprietors are empowered to raiſe money amongſt themſelves to carry on the work, to the amount of 70,000l. in ſeven hundred ſhares of 100l. each, and if that ſum be not ſufficient, may raiſe among themſelves any further ſum, not exceeding 30,000l. Each ſhare to receive a diviſion of the tolls every ſix months. Every ſubſcriber to have a vote, either by himſelf or proxy, for every ſhare. General aſſemblies to be held on the third Tueſday in March and September, in every year, to chuſe fifteen perſons who poſſeſs three ſhares each, to be a committee for managing the affairs of the ſaid Company ſubject to the controul of a general aſſembly. And if any fifteen or more proprietors ſhall judge a ſpecial general meeting to be neceſſary, they may call the ſame ſpecifying the reaſon of ſuch meeting, and giving ten days notice at leaſt, previouſly thereto. General aſſemblies muſt conſiſt of three hundred ſhares, who have power to audit accounts and make calls of money on the proprietors, to make bye-laws, for the good government of the navigation, and appoint or remove officers.

Books of accounts and a regiſter of the ſhares to be kept by the proprietor's clerk, to which each proprietor, on reaſonable requeſt, may have acceſs. Perſons may diſpoſe of their ſhares, and duplicates of ſuch deed of ſale muſt be delivered to the proprietor's clerk to be filed and regiſtered; purchaſers to have no intereſt in the navigation, till theſe terms are complied with. Commiſſioners may alſo appoint a clerk to enter their proceedings, and ſuch entries when ſigned by the commiſſioners, ſhall be deemed originals, and admitted as evidence in all courts whatſoever. No meeting of the commiſſioners ſhall be held, but within five miles of the canal.

The Company may demand and take for tonnage and wharfage.

For all iron, iron ſtone, coals, ſtones, timber, and other goods, per ton, per mile, any ſum not exceeding -	1d. $\frac{1}{2}$d.

Sixſcore pounds to be deemed a hundred weight.

Lime or lime-ſtone is not to pay more than one third of the rate.

Paving ſtones, gravel, ſand, and other materials for making and repairing of roads, (lime-ſtone excepted) and manure for the improvement of the grounds of perſons whoſe lands ſhall be had or taken for making ſaid canal, ſhall not pay any tonnage, provided ſuch goods paſs through a lock when the water flows over the weir.

Rates to be fixed by the proprietors and to be equal throughout the navigation.—Maſters of boats are to give an account, in writing, to the collectors of the tolls, of the particulars on board their boats, on penalty, in default, of ten ſhillings per ton. Maſters of boats are required to put their names on the outſide of ſuch boat, and every boat muſt be meaſured. Perſons overloading the boats, obſtructing the paſſage of the canal, or throwing ballaſt into the canal, to forfeit five pounds.—Fifty feet of round timber, or forty feet of ſquare timber of oak, aſh, or elm, or fifty feet of fir, timber, deal, beach, poplar, or other wood, to be deemed a ton.—In caſe of difference about the weight of goods, the collector of the tolls may detain the boat and weigh them; if more than the weight, the coſt of weighing to be paid by the boatman, or if leſs by the collector. Boatman, in paſſing a lock, ſhall not ſuffer his boat to remain in ſuch lock longer than neceſſary; and in going down ſhall ſhut the lower gate before he ſhall draw the clows of the upper gate, and when his boat is in the lock, ſhall ſhut the upper gate before he ſhall draw the clows of the lower gate; and in going up, as ſoon as he has paſſed the lock, ſhall ſhut the upper gate; when ſeveral veſſels ſhall be at the ſame lock, ſome going up and others coming down, ſuch veſſels ſhall paſs up and down alternately.—Mile ſtones to be erected on the ſide of the canal.

Navigation to be free on payment of tolls, but no veſſels, under fifteen tons, are to paſs any lock without conſent of the Company.*

The Act was promoted by ſeveral noblemen and other ſubſcribers, whoſe names are inſerted therein as proprietors; was ſolicited by Mr. James Perry, and Mr. John Baker, of Wolverhampton, who, aided by ſome friends, procured a ſufficient ſubſcription; and the works were executed under the direction of that able engineer, Mr. James Brindley, who built his firſt canal lock on this navigation, at Compton, near the town of Wolverhampton.

At the time this undertaking was begun, canals were little known in this country; the taſk to the undertakers was, therefore, an ardous one. But, countenanced by the gentlemen of the

* *This Act is given more at large than the others, as it contains moſt of the clauſes uſually inſerted in canal Acts.*

county of Stafford, and aided by the perſonal aſſiſtance of the committee of proprietors, together with Mr. Brindley's indefatigable zeal and ſound underſtanding, all difficulties were overcome, and the canal finiſhed in ſix years; which is carried by aqueducts over the rivers, Trent, Sow, Penk, Smeſter, and Stour; and under the town of Kidderminſter to Stourport, where the canal falls into two baſons, on which the trade to or from the river Severn is tranſhipped out of the reach of floods; and from theſe baſons boats deſcend into the river by two locks. There are, alſo, in the courſe of the canal, three tunnels, two large reſervoirs, and a number of bridges and ſmall aqueducts; alſo, wharfs, warehouſes, and every convenience for uſing the navigation, at all towns and public roads which lie upon it.

The ſummit or higheſt pound of water, is between the village of Autherley, near the town of Wolverhampton and the old Roman road, called, Streetway on Calf-heath, in the county of Stafford; extent ten miles; and feeders of water are brought into the ſaid ſummit from a conſiderable diſtance. The lockage from this pound to the Trent and Merſey Canal, at Hayward, is 100 feet 6 inches fall, gained by 13 locks, each lock ſeven feet wide, and 74 feet long, which paſs canal boats calculated to carry twenty tons; and from the other or ſouthern end of the ſaid ſummit into the Severn, is a fall of 294 feet, gained by 31 locks. The canal is 46 miles and a half long, 30 feet wide on the ſurface of the water, and five feet deep; but on the lock-ſills only four feet deep. The canal was begun Sept. 1766, and finiſhed in 1772.

The Birmingham Canal branches from this canal at Autherley, by which means much of the hard-ware manufactory from the counties of Stafford and Warwick, and the coals from the Bilſtone, Tipton, and Wedneſbury mines, are conveyed thereon; the ſame advantages, with reſpect to coals, are communicated by the Stourbridge Canal, which joins the Staffordſhire and Worceſter Canal at Stewpo ny;—by means of theſe canals and the Severn, thoſe mines ſupply great partof the counties of Stafford, Worceſter, and Gloceſter with coals;—and by means of the Thames and Severn Canal a communication is opened with the city of London.

The uſual rates of carriage, including tonnage or the duty payable to the proprietors, are

On periſhable goods, per ton, per mile, - - - - - - - - - -	2d. $\frac{1}{2}$d.
On heavy unperiſhable goods - - - - - - - - - - - - - - -	2d.

No wharfage has been taken, and the tonnage on certain articles has been lowered.

THE

Birmingham Canal.

IN the eighth year of George III. (1768,) *"An Act paſſed for making a navigable cut or canal from Birmingham to Bilſtone, and from thence to Autherley, there to communicate with the canal now making between the rivers Trent and Severn, and for making collateral cuts up to ſeveral coal mines."*

The preamble recites that the making a canal from Birmingham to Smithwick, Oldbury, Tipton Green, and Bilſtone to Autherley, to join with the canal now making; and alſo two collateral cuts to coal mines and lime-ſtone quarries, will be of great advantage to the towns of Birmingham, Bilſtone, and Wolverhampton, the counties of Warwick, Stafford, Northampton, Oxford, Gloceſter, and Worceſter; and will open a communication between Birmingham, and the ports of Briſtol, Hull, and Liverpool, and be of public utility. Therefore it is

ENACTED, that certain perſons, therein named, ſhall be a body politic and corporate, by the name of *The Company of Proprietors of the Birmingham Canal Navigation*, with the uſual privileges; with power to make a navigable canal in the line above deſcribed; and alſo one collateral cut from near Oldbury to Wedneſbury Hollow-way, and another from Toll-end to Ocker Hill, with power to take in ſprings, enter lands, build wharfs, bridges, and warehouſes, and keep the ſame in repair.

The ſame limitation in breadth, and the ſame exceptions; the ſame power is given to the proprietors of lands or their truſtees to ſell and convey; commiſſioners are appointed to hear and determine differences: the ſame regulations reſpecting boats and boatmen; the ſame penalties for obſtructing the canal; and the ſame regulations for paſſing the locks, are inſerted as in the Staffordſhire Act.

No mines are to be opened within twelve yards of the canal; but mines which run under the canal may be worked, ſo as the tunnel does not exceed ſix feet in height, and four feet in breadth. Proprietor of the canal may enter mines, and uſe the neceſſary means to prevent damage, at the expence of the owner of ſaid mines. Miners are to give notice of their intention to work within twelve yards of the canal, and if the Company ſhall refuſe their conſent, they are then to account to the proprietors for the value of ſuch productions, as they might from time to time have come at and actually gotten.

Proprietors of the canal may raiſe 55,000l. in 550 ſhares of 100l. each, and no perſon is to poſſeſs more than ten ſhares in his own name. If the above ſum is not ſufficient, the proprietors may raiſe 15,000l. more. Intereſt to be paid them after the rate of 5 per cent.

The tonnage, on all goods, (lime and lime-ſtone excepted) is not to exceed 1½d. per ton, per mile, (ſix-ſcore lb. to be deemed one cwt.) with the ſame allowance for wharfage, as given to the Staffordand Worceſterſhire Canal.

Lime and lime-ſtone, ½d.—with exemption for manure for lands belonging to perſons whoſe lands have been taken for the canal;—materials for roads to paſs free in certain caſes.

No boats are to paſs through any lock without conſent of the proprietors, of leſs length than 70 feet. No wharfage to be demanded for any goods that ſhall not lie on ſuch wharf ſix hours, and only ½d. per ton, for wharfage of coals, ſtone, and brick,—for other goods, 1½d. per ton, and which ſhall not remain more than ſix days.

An Act paſſed in 1769, to extend the powers of the former Acts, to ſuch part of the village of Oldbury as is in the county of Salop, and to enable the Company to make reſervoirs within three miles from that part of the canal which is between Smithwick and Oldbury; to alter the number of ſhares from 550 to 500, to declare ſuch ſhares to be perſonal property, and to permit the ſaid proprietors to raiſe among themſelves in the whole 70,000l.—by this Act, no boats may navigate this canal under twenty tons burthen, without conſent of the proprietors.

No ſooner had the firſt Act received the royal aſſent, which was in March, 1768, than the works were begun, and through difficulties, at that time conſidered as great, (viz. 1000 yards cutting, in the extreme 28 feet deep; embankments and other neceſſary works; with twelve locks of 6 feet fall each, and feeders for two mill ſtreams to ſupply them) that part of this canal from the collieries near Wedneſbury to Birmingham, full ten miles in extent, was compleated on November 6, 1769.—Coals,

which before ſold in Birmingham from 15s. to 18s. per ton, were immediately reduced to 7s. 6d.—were brought from the Tipton mines, in May, and from Bilſtone, in October, 1770. The communication with the canal from the Severn to the Trent, was opened in October, 1772.

The length of this canal, from Birmingham to Tipton coal and lime mines - -		11 miles
Tipton to Sedgeley and Bilſtone, ditto, ditto - -		$6\frac{1}{4}$
Sedgeley and Bilſtone to Wolverhampton - - -		$3\frac{5}{8}$
Wolverhampton to the junction, at Autherley - -		$1\frac{3}{4}$
From Birmingham to Autherley, whole length -		$22\frac{5}{8}$
A collateral cut out of the main line, to the coal mines near Wedneſbury, part of which has been deſtroyed by the falling in of the ground, from under which the coal has been taken, and is not likely to be repaired, or further uſeful, the mines there being all worked out - - - - - - - - - - -		$4\frac{1}{4}$
Collateral cut to other mines near Ocker Hill, or Toll-end - - - - - - - -		$\frac{1}{2}$
Cut to Newhall Ring, in Birmingham - - - - - - - - - - - - - - -		$\frac{1}{2}$
Total length of canal and its original branches - - - - - - - - - - - -		$27\frac{7}{8}$ miles.

This canal, like thoſe with which it was intended to communicate, viz. the canal from the Severn to the Trent; that from the Trent to the Merſey; and the Oxford and the Coventry Canals, is conſtructed for the navigation of boats, 70 feet long and near 7 feet wide from out to out, and the locks on all theſe canals, are built to paſs ſuch boats with as little loſs of water as poſſible.

Between	$4\frac{3}{8}$	and	5	miles, from Birmingham,	were	6	locks, 6 feet riſe each,—	36 feet.
	$5\frac{3}{4}$	and	6	ditto - -	ditto - - -	3	ditto - - fall.	18
	$20\frac{7}{8}$	and	$22\frac{1}{2}$	ditto - -	ditto -	were 19	locks - - -	123
At Autherley	$22\frac{5}{8}$	(the termination) was -		-	- -	1	ditto - - - - -	10
								151 36
On the cut to Wedneſbury coal mines, from its junction to $\frac{3}{8}$ of a mile diſtance, viz. from $6\frac{1}{8}$ to $6\frac{1}{2}$ miles from Birmingham, are three locks, 6 feet fall each								18
Locks 32. { Riſe 36 / Fall 169 }							Total lockage - -	205 feet

Finding that the ten foot lock, at Autherley, required a very conſiderable additional ſupply of water; in 1784, a five foot lock was erected above it, which divided the fall into two equal parts.

In 1787, the two ſteam engines which had been erected to raiſe the lockage water into the ſummit, being judged likely to be inſufficient, when the Fazeley, Coventry, and Oxford Canals, were opened; the Company came to the reſolution, to cut down the ſummit at Smithwick, to the level of the pound which extended from the 6 to 20$\frac{7}{8}$ miles; the length of this cutting being about one mile, additional depth required 18 feet, making the whole depth in the higheſt ground 46 feet; this was effected (without more than 14 days interruption to the navigation,) in about 2$\frac{1}{2}$ years, at an expence of upwards of 30,000l. By this means ſix locks were removed, and there are now but three locks, about 18 feet riſe between Birmingham and Wolverhampton: but in order ſtill more to facilitate the trade, three new locks were erected on a canal, made parallel to the old locks, which has made two paſſages, from the Birmingham pound, into the preſent ſummit.

The eſtimate for making this canal was 50,000l. but when open to Autherley and compleated, it was found to have coſt upwards of 100,000l.—for improvements, ſince that time, 50,000l. more.

The coal wharf at Birmingham, has two branches and a ſmall ſide cut; near 40 boats can unload at the ſame time; another wharf of about 2 acres was made by the proprietors ſome few years ago, upon the Newhall Branch, for timber, ſtone, ſlates, and merchandize, but no wharfage has, upon any occaſion, been charged. The principal carriage on the canal is coals, coak, and lime; ſeveral conſiderable iron furnaces have been erected upon the banks; and very extenſive manufactories of caſt and wrought iron and ſteel: it is computed that 25 acres of coal are worked annually, each acre is ſuppoſed to contain upwards of 20,000 tons; beſides iron ore. The metals from Cornwall and South Wales; pig, and other iron, from Wales and Colebrook Dale, and foreign produce from Briſtol, make a part of the trade of this canal;—the raff and iron from Hull, and merchandize from Liverpool and Mancheſter, are now principally brought by the way of Fazeley. It is computed that about 70,000 tons of coal are annually taken from the mines, in the neighbourhood of Bilſtone, by the Severn and Trent Canal, to the Severn markets.—The Tipton coal mines on the ſummit, ſupply about two thirds; the Wedneſbury, about one third of the coal brought to Birmingham at this time.

This canal is entirely ſupplied with water by artificial means, (land floods excepted;) the water is raiſed, by ſteam engines, out of coal mines and old coal hollows, and from the lower pounds into the ſummit, when let down by lockage.

This canal, like others with which it communicates, was originally 28 feet wide, top water level; 16 feet at bottom, and 4$\frac{1}{2}$ feet deep,—it is now upon the average 40 feet wide at top, and a proportional width at bottom.

THE

Birmingham and Fazeley Canal.

IN the twenty-third year of the reign of George III. " *An Act paſſed for making a navigable cut or canal, from a place near Rider's Green, in the County of Stafford, to Broadwater's fire-engine, and ſix collateral cuts from the ſame to ſeveral coal mines; and alſo a navigable canal from the town of Birmingham, to join the Coventry Canal near Fazeley, in the county of Stafford, with a collateral cut to the lower part of thc town of Birmingham.*

The preamble, after reciting the Act for making a navigable canal from Birmingham to Autherley, and the advantages which will apparently ariſe from the intended canal:

ENACTS, that certain perſons ſhall be a body politic and corporate for the above purpoſe, with the uſual clauſes.

The ſeveral cuts or canals to be compleated, by virtue of this Act, are,

A canal from one of the collateral cuts in the above-recited Act, begining on the ſouth ſide of Rider's Green, in the pariſh of Weſt Broomwich to the old engine at Broadwater's, with ſix collateral cuts from the ſame, alſo,

A canal from the Birmingham Canal, near Farmer's Bridge, in Birmingham, to meet and join the Coventry Canal near Fazeley, and a collateral cut to the lower part of the town of Birmingham.

The Company having engaged to raiſe 85,000l. among themſelves, are required to lay out 20,000l. annually; the ſaid ſum to be divided into 500 ſhares of 170l. each.

The breadth of canal to be the ſame as that of the Birmingham Canal.

Proprietors have power to take water within 1,000 yards of the canal with certain exceptions.

Owners of fire engines are to lift their water into the canal or collateral cuts.

The proprietors, if the above ſum of 85,000l. is not ſufficient, may raiſe 30,000l. more. No perſon to poſſeſs more than fifteen ſhares.

Rates of Tonnage.

On coal, coak, and iron-ſtone, from Broadwater's, or any part of that cut, paſſing into the Birmingham Canal at Rider's Green, per ton, not to exceed - - - - -	4d.
Out of the Birmingham Canal, and from thence to Fazeley, - - - - - - - - - -	10d.
To the lower part of the town of Birmingham, per ton - - - - - - - - - - -	¾d.
Additional duty on coal and coak, paſſing Farmer's Bridge, until Bilſtone Canal ſubſcribers are repaid their expences, per ton - - - - - - - - - - - - - -	1d.
Lime and lime-ſtone, per ton, per mile, - - - - - - - - - - - - - - - -	½d.
For all other goods, per ton, per mile, - - - - - - - - - - - - - - - -	1d. ½d.

For coal, coak, and iron-ſtone paſſing any intermediate part, the ſame.

No boat under 20 tons to paſs through any locks, without the conſent of the Company, unleſs there ſhould not be water ſufficient for boats with 20 tons.

The objects of this undertaking were to extend the Wedneſbury branch of the Birmingham Canal into coal mines, (unwrought) near Broadwater's, in the pariſh of Wedneſbury; to extend the canal from Birmingham, to the Coventry Canal at Fazeley; and to afford the markets on the line of the Coventry and Oxford Canals, a ſupply of thoſe valuable coals. Application was made by the Birmingham Canal Company, as a body corporate, to Parliament for this Act, but in that capacity refuſed; yet obtained by the proprietors individually, as ſubſcribers to a new ſcheme, under a new firm or title. This canal and cuts (except ſome parts near Broadwater's ſuſpended at the deſire of the land owners, but now finiſhed) was completed to the colleries, in April 1786, and to Fazeley, in Auguſt 1789. Upon the cuts among the coal mines, very extenſive coal works have been and are now planting, and ſome iron furnaces have been erected.

The lockage from the old canal is - - 8 locks, 6 feet fall each
Upon a branch at Toll-end - 3 - - 5 - - riſe
Another ditto at Bradley - - 4 - - 5 - - riſe
From Birmingham to Fazeley 38 - - 6 - - fall

From the pound, out of which the branch to the lower part of the town is taken, (which is 13 locks below the top Birmingham pound,) are 6 locks, 6 feet fall each; the canal to Warwick communicates with this bottom level. The canal from Birmingham to Fazeley, has taken about 60,000 tons of coal per annum, from the Wedneſbury and Tipton mines, into the Coventry and Oxford Canals; in return the town of Birmingham, and its neighbourhood, have had very large ſupplies of all ſorts of grain. The manufactures of Birmingham, are now conveyed by the canals to Oxford; and from thence to London, by land carriage, in eight days, at a very reduced price. The Fazeley Canal conveys all the commerce between this town and the river Trent, and a great proportion of the traffic to and from Liverpool, Mancheſter, Sheffield, and the intermediate places.

There is an aqueduct of ſeven arches, 18 feet each, over the river Tame at Salford Bridge; twenty-four of the thirty-eight locks are between that and Birmingham; there is a ſhort tunnel near to the place where the Liverpool road croſſes the canal, and another ſhort tunnel on the branch to the lower part of the town.

THE

Birmingham Canal Navigations.

BY an Act of the twenty-fourth, George III. 1784, intituled, *An Act for incorporating the proprietors of a canal navigation, authorized by an Act paſſed in the eighth year of the reign of his preſent Majeſty, King George the Third, to be made from Birmingham to Bilſtone and Autherley, with the Company of Proprietors of a canal navigation, authorized by an Act paſſed in the twenty-third year of his preſent Majeſty, to be made from Birmingham to Fazeley, and for conſolidating their ſhares, and amending the laſt.mentioned Act.*

After reciting the Acts of 8th George III. 9th George III. and 23d of George III. and ſtating that the canals and cuts, made by virtue of the ſaid Acts, communicate with each other; that nearly the whole of the proprietors are the ſame perſons, and that many inconveniences would be avoided, by incorporating the two undertakings;

IT IS ENACTED, That from the paſſing of this Act, the two canals ſhall be united, conſolidated, and made one common concern, by the name of *The Company of Proprietors of the Birmingham and Birmingham and Fazeley Canal Navigations.* But none of the powers given by each reſpective Act, ſhall be deemed to extend to the canal or cuts of the other.

The ſhares thus conſolidated ſhall be in number 500 and no more, and every perſon holding one ſhare in each undertaking, ſhall be conſidered as holding one conſolidated ſhare, and ſo in proportion.

Power is given to borrow 115,000l. by way of mortgage.

Perſons poſſeſſing mines ſituate near the canal, have power to make rail-ways, not exceeding one thouſand yards from the canal.

Next year (1785,) an Act paſſed to enable the proprietors of the navigation from the Trent to the Merſey, and the proprietors of the navigation from Birmingham to Fazeley, to compleat a part of the line of the Coventry Canal, lying between Fradley Heath and Fazeley, at the joint expence of the two Companies; to make a navigable cut or canal from the Trent and Merſey Navigation on Fradley Heath to Fazeley, in the county of Stafford; and for confirming certain articles of agreement entered into between the Trent and Merſey, the Oxford, and the Coventry Canal Companies: which recites the ſeveral Acts, by which the above Companies are incorporated, and the articles of agreement between them; and that the ſaid intended canal from Fradley Heath to Fazeley, has been ſurveyed and divided into two equal parts or ſhares, dividing the ſame at Whittington Brook, that the part next Fradley Heath hath been allotted to the Trent and Merſey Canal Company, and that part next Fazeley to the Birmingham and Fazeley Canal Navigation Company.

It therefore Enacts, that each Company be authorized to execute their reſpective ſhares, and to collect ſuch tolls on the ſame, as were granted to the Coventry Canal Company.

This canal (viz. from Fazeley to Whittington,) is $5\frac{1}{2}$ miles in extent and upon a level.

The tonnage on coals, per ton - - - - - - - -	1d.
Lime - - - - - - - - - - - -	$\frac{1}{2}$d.
Other goods, per ton, per mile - -	1d.$\frac{1}{2}$

N. B. The canal was executed by the Trent and Merſey Company, agreeably to the proviſions of the Act;—half the expence was paid by the proprietors of the Birmingham and Birmingham and Fazeley Canal, and this half is now their property.

By an Act paſſed twenty-fifth, George III. (1785,) for extending the navigation of the Dudley Canal to the Birmingham Canal.

The following compenſation tonnage is ſecured to the Birmingham Canal Company.

On coal, coak, and lime-ſtone, paſſing from the Birmingham Canal above the firſt lock at Rider's Green, per ton - - - - - - - - - - - - - - - - - -	9d.
Paſſing through one or more locks - - - - - - - -	1s. 1d.
Got within a mile of the Birmingham Canal, and which may not have paſſed upon any part of the ſaid Canal - -	9d.

On other goods, to or from the Dudley Canal, and paſſing between the point of junction and the town of Birmingham, (except ſuch goods as ſhall be navigated from the Birmingham Canal, and ſhall not paſs through the tunnel on the Dudley Canal) - 1s. 5½d.

Between the point of junction and Autherly, the ſame tonnage only as if they had paſſed into the canal at Autherly.

By the thirty-firſt George III. (1791,) The Worceſter and Birmingham Canal, is not to approach nearer than ſeven feet of the Birmingham Canal. The Birmingham Canal Company is empowered to communicate.

By thirty-ſecond George III. 1792, the Wyerly and Eſſington Canal, is allowed to communicate with the Birmingham Canal.

Rates to be taken by the Birmingham Company, on all goods which ſhall paſs into the Birmingham Canal, upon the ſummit.

For all goods landed within one mile of the firſt lock at Wolverhampton - - - 2d.
Paſſing any one or more of theſe locks - - - - - - - - - - 6d.

By thirty-third George III. 1793, the Warwick and Birmingham Canal, is allowed to communicate with the Digbeth branch of the Birmingham Canal.

Duty payable to Birmingham Canal Company, in lieu of duties between Farmer's Bridge, and ſaid communication.

On all goods from the Birmingham into the Warwick Canal, for a limited time - - 6d.
Afterwards - - - 5d.
Out of the Warwick Canal into the Birmingham - - - - - - - - - - - - 3d.

In 1794, an Act paſſed for extending and improving the Birmingham Canal Navigation.

Which after reciting the Act of the 8th, 9th, 23d, and 24th of George III. and that ſurveys have been taken for a navigable canal to be made from Broadwater's to Walſall, with certain collateral cuts out of the ſame, and that the Birmingham and Fazeley Navigation will be greatly im-

proved by a navigable canal from Bloomfield, to communicate with the ſaid navigations at Deepfield. It therefore ENACTS, that the proprietors of the Birmingham, and the Birmingham and Fazeley Navigation be authorized to make the ſaid canals.

That the ſtyle of the proprietors ſhall be altered from *The Company of Proprietors of the Birmingham and Birmingham and Fazeley Navigations*, to that of *The Proprietors of the Birmingham Canal Navigations.*

Forty-five thouſand pounds, allowed to be borrowed on the credit of the tolls of all the canals.

Tonnage to be taken.

For coal, coak, lime-ſtone, iron-ſtone, and other minerals, carried between Broadwater's and Walſall, on any part of the ſaid canal, per ton - - -	3d.
For all goods, wares, and merchandize, lime and other commodities, (except coal, coak, lime-ſtone, iron-ſtone, and other minerals,) per ton, per mile	1d. ½d.

Tonnage on the canal from Bloomfield to Deepfield, the ſame as allowed by Act of the 8th of his preſent Majeſty.

The tonnage, made payable by 25th of his preſent Majeſty, is to ceaſe, as ſoon as the canal from Bloomfield to Deepfield is finiſhed, and the ſum of 11½d. only is to be taken.

The cut from Bloomfield to Deepfield, in the pariſhes of Tipton and Sedgley, is under execution and will be 1⅛ miles long upon a level; a tunnel of from 800 to 1000 yards will be neceſſary; the lands thereabout are all full of coal and iron-ſtone; its object is to ſhorten the diſtance from Birmingham to the Bilſtone, and from Wolverhampton to the Tipton mines; and the quantity is eſtimated at upwards of 20,000 tons.

Tonnage, per ton, per mile - - - - - - - - - - - - - 1d. ½d.

The canal from Broadwater's to Walſall, now under execution will be upon a level; its object is to ſupply Walſall with coal from the Wedneſbury mines, its length will be about 4 miles.

Tonnage on coal and minerals to Walſall, per ton - - - - - - -	3d.
On every other article, per ton, per mile - - - - - - - - -	1d. ½d.

THE

Wyrley and Effington Canal.

THE Act to enable the proprietors to cut this canal, paſſed in the thirty-ſecond year of the reign of George III. and is intituled, *An Act for making and maintaining a navigable canal from or near Wyrley Bank in the County of Stafford, to communicate with the Birmingham and Birmingham and Fazeley Canal, at and near the town of Wolverhampton in the ſaid county; and alſo certain collateral cuts therein deſcribed, from the ſaid intended canal.*

The Act recites the advantages which will ariſe to the ſeveral towns near which this intended canal is to paſs, and particularly to the town and neighbourhood of Wolverhampton; and Enacts, that the perſons therein-named ſhall be a body corporate, by the name of *The Company of Proprietors of the Wyrley and Effington Navigation*, with authority to cut a canal from Wyrley Bank, over Effington Wood and Snead Common, to Bloxwich, and from thence to or near Birchill, in the pariſh of Walſall; and alſo a cut from ſuch intended canal near Snead Common, by Wednesfield, to communicate with the preſent Birmingham and Birmingham and Fazeley Canal, near Wolverhampton, with collateral cuts from the ſame; with the uſual powers to divert, and take in ſtreams, cut lands, make bridges, towing paths, and reſervoirs; and with the cuſtomary clauſes, powers, exemptions, reſtrictions, and limitations.

No veſſels may paſs to and from this canal into the Birmingham and Fazeley Canal, unleſs the ſurface of the water in this canal ſhall be at leaſt ſix inches higher than the water in the Birmingham and Fazeley Canal, at the junction of the ſaid canals.

Proprietors of the Birmingham Canal may ſtation a perſon at the junction of the ſaid canals to prevent boats paſſing at ſuch times. Perſons attempting to paſs boats forcibly, to forfeit a ſum not leſs than 20s. or more than 5l.

All ſurplus water is to paſs into the Birmingham Canal, and the proprietors of the Birmingham Canal, may take the water uſed in lockage upon certain parts of the intended canal.

Proprietors may raiſe 25,000l. among themſelves, divided into 200 ſhares of 125l. each, and no perſon to have more than 10 ſhares. If the ſaid 25,000l. be not ſufficient, proprietors are empowered to raiſe 20,000l. more by calls among themſelves, or by mortgage, and if in the latter caſe, the intereſt on mortgage to be paid prior to the dividends.

The rates of tonnage allowed to be taken, are

On corn and other grain, hops, timber, and other things, except coal, coak, iron, iron-ſtone, lime, lime-ſtone, rock-ſtone, and other minerals, per ton, per mile	2d.
On the above excepted articles, per ton - - - - - - - - - - - - - - -	9d.

Boats paſſing through the locks unladen, or with leſs than 20 tons, unleſs returning, to pay as if laden.

The meaſure of timber, regulations of boats and boatmen, and penalties thereon, are the ſame as in other canal Acts.

Proprietors of any mines, or furnaces, may make cuts to communicate with ſaid canal, provided ſuch mines &c. be not more than five miles from ſuch canal, and provided they do not divert any water from the ſaid canal, and that they obtain the conſent of the perſons concerned.

The Company of Proprietors of the Birmingham Canal, may demand for all goods which ſhall be carried from the ſaid canal into their canal.

For all goods which ſhall be landed within one mile of the firſt lock leading towards Autherley, -	2d.
All goods carried or conveyed towards the Staffordſhire and Worceſterſhire Canal and which ſhall paſs through any lock, - - - - - - - - - - - - - - -	6d.

By an Act paſſed the next year for extending the ſaid canal, certain new proprietors are united with the old, and they are jointly empowered to cut a canal from or near Birchill, to communicate with the Coventry Canal near Huddlesfield, from or near Catſhill to Hay-head, and, alſo, from the propoſed canal near little Bloxwich to the lands called Lords Hayes, with the uſual clauſes and reſtrictions, and to charge for tonnage.

For all coal, (except ſlack or coal uſed for burning lime-ſtone or bricks) iron, and other minerals, and except ſuch coal as has paſſed on the Wyrley and Eſſington Canal, and has paid 9d. per ton, and ſhall not paſs through any lock - - - -	9d.
For ſuch of the above goods as ſhall have paid 9d. upon the Wyrley and Eſſington Canal -	1s. 3d.
For ſuch of the above goods as ſhall be produced or gotten from ground, ſituated below the lock near Catſhill, and ſhall be conveyed between Catſhill and Huddlesfield -	2s.
For all ſlack or inferior coal for burning lime-ſtone and brick, lime-ſtone and lime, not paſſing a lock -	6d.
For ſuch as ſhall have paſſed on the Wyrley or Eſſington Canal, or ſhall paſs a lock -	9d.

The Wyrley and Eſſington Canal, and its extenſion, are 28 feet wide at top water, 16 feet at bottom, and 4 feet 6 inches deep.—There are 30 locks on the main line from Wolverhampton to the junction of the Coventry Canal at Huddlesfield, of 9 feet fall each, length 24 miles: 10 locks on the branches to Eſſington Colliery, each riſing 6 feet, length about 3 miles. From Wolverhampton for 17 miles the canal is on a level, and the collateral branch through Ruſhall Lime-works to Hay-head Lime-works, is nearly 6 miles in length, and on the ſame level.

The principal articles of carriage, are

Coals; the whole country being full of that article of a very good quality, and abounding on the banks of the canal nearly the whole extent.

Lime; the lime-works at Ruſhall and Hay-head are on a very extenſive plan, inexhauſtible as quantity, and of a very ſuperior quality.

Iron-ſtone, and iron; the former abounding in the vicinity, and many iron-works within a ſmall diſtance of the canal.

PLAN of the Birmingham Canal Navigations, the Wyrley and Efsington Canal and Extenfions, Staff

WARWICK A

STAFFORD SHIRE

Wichnor
Alrewas
Fradley
FRADLEY HEATH
Part of the Coventry Canal
Whittington Heath
Huddlesford
Wyrley
Swinfin
Freford
Street Hay
Bourne R.
Shenstone Wood End
Shenstone
Sutton Park
Perry Br.
Perry Hall
Hanfw
Queestley
Stowe
LICHFIELD
Yoxall
BROMLEY HEATH
Kings Bromley
Wall
Muckley Corner
Pipe Hill
Mill Gr
Over Somal
Sutton Coldfield
Farewell
Aldridge
Hay Head Lane Works
G.t Barr
Newton End
Hamphall Ridware
Pipe Ridware
Mersey Canal
Hansacre
Hammer wich
Reservoir
Old Hill
Walsall Wood
Extension
Daw End
Rushall
River Tame
Hill Ridwares
Mavesyn Ridware
Armitage
Longdon
CANNOCK CHASE
Brown Hills
Pelsall
Pelsall Wood
Extension
Birch Hill
WALSALL
WEDNESBURY
James Bridge
Heaksley Heath
Bruerton
Beaudesert Park
Lit Wyrley
Norton
Darlaston
Broad Water
Bloxwich
Canal
RUGGELEY
Colton
Lords Hay
Great Wyrley
Lane Head
Willenhall
Bilston
Wolsley Bridge
Wolsley Park
Bishton Hall
Hedgford Pool
Cannock
Wyrley Bank
Efsington and Efsington Wood
New Invention
New Colliery
Colwich
Haywood
Hilton Hall
Wednesfield
Ettingshall Lane
Hatherston
Four Crosses
Shareshill
Bushbury
Mosley
WOLVE
Tixall
Teddesley Coppice
Calcy Heath
Calf Heath
Milford
Bednall
Walton
Autherley or Aldersley
Tettenhall
Compton
Baswich
Weeping Cross
Acton
PENKRIDGE
Spread Eagle
Somerford
Kingston Pool
Penk Riv
Dunston
Dunston Heath
The Werg
Parton
Codsall
Levedale
Whiston
Stretton
BREWOOD
STAFFORD
Copenhall
Chillington
Kidmoor Green
Lapley
Bradley
R. Sow
Sow River

Scale of

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ons, Staffordshire and Worcestershire Canal, and the Stourbridge and Dudley Canals with their Extensions.

Aston
Park
Perry Br.
Perry Hall
Hanfworth
Soho Houses
Sandwell
West Bromwich
Bromwich Heath
Heasley Heath
Riders Green
Horsley Heath
Tividale
Windmill End
Tipton
Tipton Green
Ettingshall
Sedgley
Oldbury
Rowley
Dudley
Netherton
Old Dudley
Pensnet Chase
Kings Norton
Northfield
Selly Oak
Harborne
Woolley Castle
Shenley
Lickey Hill
Frankley
Chaddesley
Burcot
Stoke
Tardebig
Canal from Birmingham to Worcester
Alvechurch
Hewell Hall
Bromsgrove
Upton Warren
Wichbold
Little Barnsley
Forfield
Woodcut Green
Elmbridge
Belbrought on
Clent
Hagley
Broome
Padmoor
Old Swinford
Stourbridge
Churchill
Chaddesley Corbet
Elmley Lovell
Stone
Hartlebury
Kidderminster
Mitton
Areley
Stourport
Sutton
Whittington
Stewponey
Prestwood
Stourton
Kinver or Kinfare
Bewdley
Ribbesford
Keighington
Mopsans
Shatterford
Ramsley
Over Arley
Wombourn
Compton
Overton
Trescot
Pattingham
Bobbington
Six Ashes
Envil
Hales Owen
Combs Wood
Gradies Pool
Hayes Lye
Dudley Wood
Himley
Over Pen
Wolverhampton
Smethwick
Belle Vue
Leasowes Gt.
Lapal Lane
Webbs
Derrtend
Rea R.
Stour R.
Brettel Lane
Stourbridge Canal
Dudley Canal
Nine Lock Ponds
Black Delph
Reservoir
Fens Reservoir
Brierley
Pensnet Chase
Wordsley
Wordsley Brook
King Swinford
Smestall
Worcestershire
Staffordshire
Part of Worcestershire
Part of Staffordshire
Part of the Worcester and Birmingham Canal
Tunnel 2000 Yds
Tunnel 623 Yds
Tunnel 511 Yds
Tunnel 500 Yds
Tunnel 2600 Yds
Tunnel 1670 Yds
Tunnel 1076 Yds
Tunnel 1058 Yds
Tunnel 1028 Yds
Tunnel 1028 Yds
Tunnel 1028

The intent of this canal is to convey the produce of the mines in the neighbourhood of its ſource, (now in a great meaſure unproductive) at a cheap rate, to the ſeveral manufactories of Wolverhampton, and its populous neighbourhood; and alſo by its junction with the Coventry Canal at Huddlesfield, open an immediate communication with Oxfordſhire, and the metropolis, by which means great quantities of coals and other articles will be exchanged for grain.

It will alſo open an immediate and direct communication with the port of Hull; deals, fir, timber, and mahogany for cabinet work, (articles of great conſumption,) groceries, foreign iron, and numerous other articles, with a variety of raw materials, will, by this communication, be conveyed to the manufacturers at a eaſy rate, as well as all articles of general conſumption; the benefit to the public muſt be therefore proportionably great.

The agricultural intereſt of this country is likely to be very much benefited by the introduction of lime to a variety of lands heretofore inacceſſable from the bad ſtate of the roads.

This canal opens an immediate communication with the ports of London, Briſtol, Liverpool, and Hull.

THE

Stourbridge Canal.

THE Act for this canal was paſſed in the year 1776, the ſixteenth of George III. intituled, "*An Act for making and maintaining a navigable canal, from or near the town of Stourbridge, in the county of Worceſter, to join the Staffordſhire and Worceſterſhire Canal, near Stourton, in the county of Stafford, and alſo two collateral cuts, one from a place called The Fens upon Penſnet Chace, to communicate with the intended canal near the junction of Wordeſley Brook with the river Stour, and another from a place called Black Delph, upon the ſaid chace, to join the firſt-mentioned collateral cut at or near The Lays, in the pariſh of Kingſwinford, in the county of Stafford.*"

The line of this canal, which is ſaid in the preamble will be of great advantage to the town of Stourbridge, and the counties of Worceſter, Glouceſter, Hereford, and Warwick, is deſcribed in the title. The clauſes, proviſoes, powers, rules, regulations, &c. are almoſt exactly the ſame as thoſe in the Staffordſhire and Worceſterſhire Canal.

The proprietors, who are incorporated by the name of The Company of Proprietors of the Stourbridge Navigation may raiſe money among themſelves to the amount of 30,000l. to be divided into 300 ſhares of 100l. each. No perſon, or body politic, to poſſeſs more than ten ſhares.

The proprietors may take the following rates.

On all coal, coak, iron, iron-ſtone, timber, and other goods, which may be conveyed upon the canal from Stourbridge to Stourton, and which may paſs through any one or all the locks conſtructed thereon at Stourton, per ton - - - - - - -	6d.

For lime, or lime-ſtone, per ton -	2d.
On all coal, coak, iron, iron-ſtone, ſtone, timber, and other goods, which may paſs upon either of the collateral cuts, and through any one lock conſtructed thereon, per ton	6d.
Except coal paſſing from the Dudley Canal, which is liable to pay, per ton, only	3d.
For lime and lime-ſtone, per ton -	2d.

Goods paſſing on the ſummit of the canal, or collateral cut, and which do not paſs any lock, are free of tonnage.

Paving ſtones, gravel, and other materials for repairing the road, lime-ſtone excepted, alſo dung, ſoil, marle, and other manure, for the eſtates of perſons, part of whoſe land ſhall be taken for the ſaid canal, not paſſing through a lock, free of tonnage.

Proprietors of Staffordſhire and Worceſterſhire Navigation may take 2d. per ton, per mile, upon all coals brought from this navigation and carried on theirs; and may leſſen their tolls with conſent of commiſſioners.

No boat under fifteen tons to paſs through any lock without conſent of the proprietors or their agents.

By Act of the twenty-ſecond George III. the Company are empowered to raiſe further ſums of money to complete the ſaid undertaking.—In conſequence thereof they raiſed by calls 7,500l. making each ſhare 125l.

The width of the canal, except in places where the boats turn, is 28 feet, depth 5 feet. There are four locks at Stourton, fall 43 feet 3 inches, and 16 locks on the collateral cuts, fall 148 feet.

The principal articles of carriage are coal, iron-ſtone, glaſs-houſe pot clay, glaſs, nails and other iron goods, the manufactures of the country.

THE

Dudley Canal.

THE Act was obtained the ſame ſeſſion as that for the Stourbridge Canal, (16 Geo. III. 1776,) with which it is intimately connected, and is intituled, "*An Act for making and maintaining a navigable canal, within and from certain lands belonging to Thomas Talbot Foley, Eſq. in the pariſh of Dudley, in the county of Worceſter, to join and communicate with the Stourbridge Navigation, at a place called Black Delph, upon Penſnet Chace, in the pariſh of Kingſwinford, in the county of Stafford.*"

The Act after reciting the advantages which will ariſe, from the intended canal, to the town of Stourbridge and Dudley, and the adjoining counties:

ENACTS, That the proprietors ſhall be a body corporate, by the name of The Company of Proprietors of the Dudley Canal Navigation, with power to cut a navigable canal from the lands of Thomas Talbot Foley, Eſq. at Netherton, in the pariſh of Dudley, to Dudley Wood, and from thence to Black Delph, in the pariſh of Kingſwinford, there to join a collateral cut, part of the Stourbridge Navigation; with power to divert ſtreams of water, cut through lands, build bridges, make reſervoirs, &c.

The ſame clauſes, powers, reſtrictions, and limitations are granted as in the Stourbridge Canal Act.

Proprietors are allowed to raiſe 70001. among themſelves, to be divided into ſeventy ſhares of 1001. each. If the above ſum is not ſufficient they may raiſe among themſelves 50001. more.

.The Company are allowed to take as tonnage.

On iron, iron-ſtone, coal, ſtone, timber, and other goods, per ton - - - - - 6d.
Lime and lime-ſtone - - - - - - - - - - - - - - - - - one third that rate.
Paving ſtones and manure are exempted on the ſame conditions as in the other Acts.

No veſſel leſs than fifteen tons to paſs any of the locks, without conſent of the proprietors, or their agents.

Owners of mines, within a thouſand yards of the canal, may make rail-ways, on agreeing with the owners of the lands for the damage done to them.

By an Act of the twenty-fifth of George III. the Proprietors of the Dudley Canal are empowered to incorporate a certain number of new ſubſcribers, and to extend the canal from the lands of Thomas Foley, at Netherton, to Steppingſtone Lane, and thence into a cut or canal, made by Lord Viſcount Dudley and Ward, which joins or communicates with the Birmingham and Fazeley Canal, near Tipton Green, and which ſaid cut is to be deemed part of the intended canal. The powers of the former Act are extended to this.

The rates allowed to be taken on this canal.

For all coal, coak, and iron-ſtone, which ſhall have paid tonnage to the Birmingham Canal, per ton -	3d.
For the ſame articles, for which no rates ſhall have been paid to the ſaid canal, and which ſhall paſs through any part of the tunnel - - - - - - - - - - - - -	3d.
For the ſame articles, which paſs between the ſouth-end of the tunnel and the preſent Dudley Canal -	3d.
For the ſame goods, got or raiſed within a mile of the Birmingham and Fazeley Canal, and which ſhall paſs into the ſaid Birmingham Canal - - - - - - - -	½d.
For lime and lime-ſtone, which ſhall paſs out of the ſouth-end of the tunnel - - -	4d. ½d.
For the ſame, which ſhall paſs into the Birmingham Canal - - - - - - - - - -	½d.
For all ſtone, timber, and other goods, per ton - - - - - - - - - - - - - -	6d.

Power is given to the Proprietors of the Dudley Canal, to raiſe 22,000l. as alſo a further ſum of 5000l. to carry on this work.—Original ſhares, under the Act of the ſixteenth of George III. are increaſed from 65 to 130 ſhares.

The Proprietors of the Birmingham and Fazeley Canal, in conſideration of their conſenting to let the ſaid intended canal join and communicate with their canal at Tipton, are allowed to take an extra tonnage, as expreſſed in the Act for making the Birmingham Canal, ſee page 43.

All coals carried for the purpoſe of burning lime, on the north ſide of the intended tunnel, to pay a tonnage of 1½d. a ton, per mile, only, to the Birmingham and Fazeley Canal Company.

By another Act of the thirtieth of George III. for carrying the two former Acts into execution, power is given to raiſe among the proprietors, to enable them to finiſh their ſaid canal, the ſum of 10,100l. to be divided into new ſhares, and after the ſaid increaſe of ſhares, perſons may poſſeſs any number of ſhares, not exceeding thirty-five. And power is alſo given to borrow, by way of mortgage, 10,000l.

By an Act of thirty-third George III. certain perſons, therein named, are incorporated with, and made part of the ſaid Dudley Canal Company. And the ſaid Company are impowered to cut a navigable canal from the Dudley Canal, at Netherton, to a place called, *The Combes*, in the pariſh of Hales Owen, in the county of Salop, to join with the Worceſter and Birmingham Canal, near Selley Oak, in the pariſh of Northfield, with two collateral cuts to communicate with the ſaid canal.

Power is given to make any other collateral cuts to communicate with any coal or other mines, provided the ſame do not exceed 2000 yards in length; and proprietors of lands may make navigable cuts, or canals, through their own land, to communicate with the ſaid canal and other canals already made, under powers of the Acts of ſixteenth and twenty-fifth of George III.—The intended canal is required to be made on a dead level without any lockage.

Rates of tonnage allowed to be taken.

For coal and coak, paſſing through the tunnel to be made in the pariſhes of Hales Owen and Northfield, called the Lapal tunnel, towards the Worceſter and Birmingham Canal, and not paſſing towards Birmingham, which ſhall not have paid any of the rates impoſed by the Act of twenty-fifth George III. a groſs tonnage of, per ton -	2s.

For the ſame articles, paſſing towards Birmingham - - - - - - - - - - - -	2s.
If ſuch coal and coak has paid the rates under Act twenty-fifth George III. - -	1s. 9d.
For coal, coak, and iron-ſtone, between the Dudley Canal and the Lapal tunnel, and which ſhall not paſs the tunnel or into the Dudley Canal, per ton, per mile - -	2d.
For the ſame articles paſſing between the ſaid tunnel into the Dudley Canal, per ton	6d.
All other goods, paſſing through the tunnel, and not liable to the rates of twenty-fifth George III. per ton -	2s.
If liable -	1s. 6d.
For the like goods, paſſing between the Dudley Canal and the tunnel, per ton, per mile -	2d.
Between the Worceſter and Birmingham Canal and the Lapal tunnel, per ton - -	3d.
Lime and lime-ſtone, which has paid the duties of twenty-fifth George III. paſſing out of the ſouth-end of the Dudley tunnel, and which ſhall not paſs the tunnel at Gorſty Hill, per ton, per mile, - - - - - - - - - - - - - - - - - -	1d.
If paſſes the ſaid tunnel, a groſs tonnage of - - - - - - - - - - - - - - - -	4½d.
For all other lime and lime-ſtone, per ton - - - - - - - - - - - - - - - - -	9d.
For goods navigated upon the Old Dudley Canal, and not liable to any other rates, per ton, per mile -	2d.

And ſundry tonnages are allowed to be taken by the Worceſter and Birmingham Canal Company, as are expreſſed in the Abſtract of that Act.

The breadth of theſe canals is not to exceed 26 yards, with the uſual exceptions; the average depth is 5 feet. The nine locks on the canal, at Black Delph, are 7 feet wide, and 85 feet 1 inch fall. The five locks upon the extenſion canal to Tipton, at the point of junction, at Netherton fall, have a fall of 31 feet. The length of the tunnel from Netherton to Tipton is one mile 6 furlongs; height 13 feet 6 inches. The length of the tunnel, at Gorſty Hill, is 600 yards; and of that at Lapal, 3,700 yards.

The principal articles carried on the above canal and extenſions, are coal, iron-ſtone, lime, lime-ſtone, nails, and other heavy iron goods; and the communication with the Stourbridge, Birmingham, and Fazeley, and Birmingham, and Worceſter Canals will open a general conveyance of all kinds of goods and merchandize to and from the ports of London, Briſtol, Liverpool, and Hull, and the interior parts of the kingdom.

THE

Warwick and Birmingham Canal.

AN Act paſſed in the year 1793, to enable certain perſons therein named, under the name of The Company of Proprietors of the Warwick and Birmingham Canal Navigation, to cut and make a navigable canal from the Saltisford, in the pariſh of St. Mary, and in the borough of Warwick, through the townſhips of Budbrooke, Hatton, Shrewley-Rowington, Kingſwood, Baddeſley-Clinton, Knowle, Solyhull, Hampton, Elmden, and Bickenhill, in the county of Warwick, Yardly, in the county of Worceſter, and Aſton, in the county of Warwick, to join the Digbeth branch of the Birmingham Canal; with the uſual clauſes, powers, and proviſoes.

The ſaid Act grants to the Birmingham Canal Company certain tonnages, for permiſſion to join the ſaid canal, ſee page 44.

The breadth of the canal not to exceed 30 yards, except in certain places.

Proprietors may raiſe 100,000l. among themſelves, to be divided into 1000 ſhares of 100l. each, of which no perſon may poſſeſs more than fifteen ſhares. And they may raiſe 30,000l. more if neceſſary.

The proprietors are allowed to take the following rates of tonnage.

On coal, ſtone, iron, timber, and other goods, conveyed leſs than ſix miles, and paſſing any lock, per ton -	1s.
Six miles, and not exceeding twelve, per ton, per mile - - - - - - - - - -	2d.

Twelve miles, and not exceeding ſixteen, and not paſſing through the uppermoſt lock, at each end of the upper ſummit, per ton - - - - - - - - - - - -	2s.
Sixteen miles and upwards, and not paſſing the ſaid locks, per ton, per mile - -	1d. ½d.
Paſſing either of the ſaid locks, per ton -	2s. 3d.
Paſſing from Birmingham towards Warwick, and paſſing the upper lock below Hatton Hill, per ton -	2s. 9d.
For any diſtance leſs than one mile, and not paſſing a lock, per ton - - - - - -	2d.
For one mile, and leſs than ſix miles, and not paſſing any lock, per ton, per mile -	2d.

Lime and lime-ſtone two thirds of the above rates.

The uſual exemptions for paving ſtones, materials for the roads, and manure.

In the year 1796, another Act paſſed to amend the above Act, empowering the Company to raiſe a further ſum of 50,000l. on 1000 half ſhares of 50l. each.

Proprietors, by this Act, are allowed to poſſeſs any number of whole, or half ſhares, not exceeding, in the whole, twenty-five ſhares.

By Act, 35 George III. for making a navigable cut from the Stratford upon Avon Canal into the Warwick and Birmingham Canal, certain compenſation tonnages are granted to the Warwick and Birmingham Canal Company, over and above the rates granted by their original Act, for which ſee Stratford upon Avon Canal.

N. B. *This canal being unfiniſhed,* (February 1797) *the ſize, number, riſe, or fall of the locks, cannot be aſcertained. The articles of carriage will be nearly the ſame as on the adjoining canals.*

THE

Warwick and Napton Canal.

THE Act paſſed in the thirty-fourth year of the reign of George III. intituled, "*An Act for making a navigable canal out of and from the Warwick and Birmingham Canal, now cutting, or intended to be cut, in the pariſh of Budbrooke, in the county of Warwick, into the Oxford Canal, in the pariſh of Braunſton, and County of Northampton.*

The proprietors are incorporated by the ſtyle of *The Company of Proprietors of the Warwick and Braunſton Canal Navigation*, and are empowered to raiſe 100,000l. among themſelves, divided into 1000 ſhares of 100l. each. No perſon is allowed to poſſeſs more than fifteen ſhares, and if the above ſum is not ſufficient they may raiſe 30,000l. more.

The courſe pointed out by the above Act being found inconvenient, another Act paſſed in the thirty-ſixth year of George III. allowing the proprietors to vary the ſaid courſe; and the line is directed to be from the Warwick and Birmingham Navigation, in the pariſh of Budbrooke, to Limington-Priors, Offchurch, through the pariſhes of Baſcote, Long-Itchington, Stockton, Birdingbury, Limington-Haſtings, Broadwell, Grandborough, Caldicot, and to join the Oxford Canal, in the pariſh of Napton.

The ſtyle of the Company is altered, and they are to be called, *The Company of Proprietors of the Warwick and Napton Navigation.*

The rates of tonnage,

On coal and other goods navigated leſs than ſix miles, and paſſing any lock or locks, per ton -	1s.
From ſix and not exceeding eight miles, per ton, per mile	2d.
From eight and not exceeding thirteen miles,	
For the firſt eight miles, per ton, per mile - - -	2d.
After the eighth mile, per ton, per mile - - - -	1d.
On coal and other goods navigated along the whole of the canal, or any part thereof more than 13 miles, per ton, per mile - - - - - - - - - - - - - - -	1d. $\frac{1}{2}$d.
If ſuch goods do not paſs a lock, per ton, per mile - - - - - - - - - - - - -	1d. $\frac{1}{2}$d.
Lime and lime-ſtone only half the ſaid tonnage.	
Only 2d. per ton, per mile, to be taken on goods carried on this canal, not exceeding five miles from the Warwick and Birmingham Navigation.	
Nor more than $\frac{1}{2}$d. per ton, per mile, for free-ſtone. Nor any tonnage on empty boats paſſing for the purpoſe of fetching free-ſtone.	

In the above recited Act of the 34th of George III. there were certain clauſes in favour of the Oxford Canal Company, which, by this Act are repealed; and the following clauſe is inſerted inſtead thereof.

That it ſhall be lawful for the Proprietors of the Oxford Canal Company to take and receive, over and above the rate of tonnage which they were, are, and ſhall be intitled to, for and in reſpect of any coals, goods, &c. paſſing upon the ſaid Oxford Canal, by virtue of any Act now in force, as under.

Coals navigated out of this canal into the Oxford Canal, (except ſuch as ſhall be navigated into the Grand Junction Canal,) per ton - - - - - - - - -	3s. 4d.
Goods navigated out of this canal into the Oxford Canal, or out of the Oxford into this canal, (except ſuch as ſhall be navigated into or out of the Grand Junction Canal, or from the Coventry Canal, or from any intermediate place between the ſaid Coventry Canal and this canal, and alſo except lime, lime-ſtone, and manure) per ton - - - - - - - - - - - -	5s. 2d. $\frac{1}{2}$d.

Coals navigated out of this canal into the Oxford Canal, and along the ſame into the Grand Junction Canal, per ton - - - - - - - - - - -	2s. 9d.
Goods (except coals, lime, lime-ſtone, and manure) navigated out of this Canal into the Oxford Canal, and along the ſame into the Grand Junction Canal, or out of the Grand Junction Canal into the Oxford Canal, and along the ſame into this Canal, per ton -	4s. 4d.
Coals navigated out of this canal into the Oxford Canal towards Braunſton, and laid down on the banks of ſuch canal, and not carried into the Grand Junction Canal, the uſual tonnage, over and above the ſaid 2s. 9d. per ton.	
Goods (except coals, lime, lime-ſtone, and manure) navigated out of this canal into the Oxford Canal, and along the ſame towards Braunſton, and laid down on the banks of the ſaid Oxford Canal, and not carried into the Grand Junction Canal, or from any place on the Oxford Canal between Braunſton and Napton along the Oxford Canal, into this canal, the uſual mile tonnages payable for ſuch goods, wares, merchandize, and other things (except as aforeſaid) on ſuch canal, over and above the ſaid 4s. 4d. per ton.	
Lime and lime-ſtone navigated out of this canal into the Oxford Canal, and along the ſame into the ſaid Grand Junction Canal, per ton - - - - - - - - -	6d.
Lime and lime-ſtone carried out of this canal into the Oxford Canal, and not afterwards navigated into the Grand Junction Canal, per ton - - - - - - -	6d.

N. B. *This canal being unfiniſhed*, (February 1797) *the ſize, number, riſe, and fall of the locks cannot be aſcertained. The articles of carriage will be nearly the ſame as on the adjoining canals.*

PLAN of the WARWICK and BIRMINGHAM, STRATFOR

Yardley
Church Bickenhill
Moulding Bridge
Sheldon
BIRMINGHAM
Hampton in Arden
Elmdon
Berkswell
Westwood Heath
Flint Green
Warwick
Escote Wood
Balsall Street
Millburn Bridge
Ayccocks Green
Olton Mill
Elmdon Heath
Henwood Wharf
Edgbaston
Barkston
Hall Green
SOLIHILL
Cole River
Moseley
Cop Heath
Temple Balsall
Balsall Heath
Castle
Knowle
Shirley Street
Blythe River
Honiley
Bentley Heath
Knowle Common
Chadwick End
Monkspath Bridge
Stratford
Millpole Hill
Wroxall
Cheadle
Packwood
Badesley Clinton
Kings Wood
Wharf
Wedgnock Park
King's Norton
Salter Street
Warings Green
Hockley
Rowington
Haseley
Hatton
Northfield
Drakes Grofs
Avon
Lapworth
Stratford Junction Canal
Budbroke
Navigation
Umberslade
Bushywood Heath
Tanworth
Ullenhall
Bean desert
Preston Bagots
Claverdon
Norton Lindsey
Alvechurch
PART OF WARWICKSHIRE
Beoley
HENLEY
Langley
Wolverton
Old borrow
Wootton Waven
Snitterfield
Broad Green
Hewell Hall
Ipsley
Mappleborrow Green
Morton Bagot
Bearley
Redditch
Snitterfield Bushes
Tardebig
Studley
Lit. Alne
Aston Cantelow
Wilmcote
Handley's Grofs
Arrow Riv
Gt. Alne
Copmat's Hill
Coughton
Ridge Way
Haseler
Billesley
STRATFORD
Kinwarton
Alne Riv
Red Hill
ALCESTER
Lime Works
Clifford
Temple Grafton
Binton
Avon River
PART OF GLOCESTER

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ATFORD upon AVON, and WARWICK and NAPTON CANALS.

Stretton
Bourton
Willoughby
Braunston
Baginton
Granborough
Wolfhamcote
Bubbenhall
Frankton
Prince Thorpe
Saw Bridge
Canal
DAVENTREE
Lemington Hastings
Oxford
Birding-bury
Stoneleigh
Marton
Stoneleigh Park
R. Avon
Wapenbury
Eathrope
Weston
the
Shuckburgh Inferior
Staverton
Part of
KENILWORTH
Honington
Long Itchington
Cubbington
Stockton
Shuckburgh Superior
Ashow
Canal
Napton and Napton on the Hill
Leek Wooton
Offchurch
Lillington
Helledon
Milverton
Warwick
SOUTHAM
Priors Marston
Leame Riv.
Radford
Ufton
Priors
Ladbrooke
Whitnash
WARWICK
Harbury
Priors Hardwick
Bishops Itchington
Bodington
Bishops Tachbrook
Chesterton
Wormleighton
Harwoods House
Knightcote
Barford
Sherbourn
Ashorne
Tunnel
Oxford Canal
Fenny Compton
Lightborne
Cleydon
Newbold Pacy
Gaydon
Washerton
Burton Dasset
Farmbo rough
Morton Morrell
Avon Dasset
Chadshunt
Wellerbourne Hastings
Hampton Lucy
Charlcote
Cropredy
Mollington
Compton Verney
KINETON
Warmington
Alveston
Walton
Combroke
Shotswell
Ratley
Radway
Loxley
Butlers Marston
Hanwell
Upton
Horley
Drayton
PART OF WORCESTER SHIRE
Pillerton Hersey
Wroxton
BANBURY
Eatington
Chifford
Oxhill
Tysoe
Shennington
Alderminster
Scale of Miles

THE

Stratford upon Avon Canal.

ANNO 1793, thirty-third of George III. an Act paſſed "*for making a navigable canal from the Worceſter and Birmingham Canal Navigation, in the pariſh of King's Norton, into the Borough of Stratford upon Avon, and alſo certain collateral cuts from the ſaid intended canal.*"

Incorporating certain perſons with the uſual powers, by the name of *The Company of Proprietors of the Stratford upon Avon Canal Navigation*, to make a navigable canal from King's Norton, in the county of Worceſter, to Solihul, Tamworth, Lapworth, Old Stratford, Preſton-Bagot, Wooton-Wawen, Aſhton-Cantloe, and Wilmcot, to Stratford upon Avon, and a collateral cut from the ſaid canal, in the pariſh of Aſhton-Cantloe aforeſaid, to any place in the pariſh of Temple Grafton; and another collateral cut from the ſaid canal, in the pariſh of Tamworth, to certain ſtone quarries in the ſaid pariſh, with the uſual clauſes, proviſoes, reſtrictions, limitations, &c.

Proprietors are empowered to raiſe 120,000l. among themſelves, to be divided into 1200 ſhares of 100l. each. If ſuch ſum is not ſufficient, the Company are allowed to raiſe 60,000l. on mortgage.

The rates allowed to be taken are,

For all coal, coak, iron, iron-ſtone, timber, and other goods, (except flag-ſtone carried between Salter's Lane, and the borough of Stratford upon Avon, and upon the collateral cut to be made into the pariſh of Temple Grafton, and except coal, for the purpoſe of burning lime, carried between Salter's Lane, and a place called Copnaſs Hill, in the pariſh of Old Stratford, or upon the ſaid collateral cut into the pariſh of Temple Grafton, and alſo except lime and lime-ſtone) per ton, per mile - - - - - - - - - - - - - - - - - -	1d. ½d.
Lime and lime-ſtone between the Worceſter Canal and Salter's Lane, and upon the collateral cuts in the pariſh of Tamworth, per ton, per mile - - - - - - -	½d.
——————— Between Salter's Lane and Stratford upon Avon, and upon the collateral cut in the pariſh of Temple Grafton, per ton - -	1d. ½d.
Flag-ſtones and coal for burning lime only, between Salter's Lane and Copnaſs Hill, and upon the collateral cuts in the pariſh of Temple Grafton, per ton - - - -	4d.

With the uſual exceptions for paving ſtones, or materials for the road, and manure, except lime, and lime-ſtone.

In the year 1795, another Act paſſed to allow the ſaid proprietors to make *a navigable cut from the Stratford upon Avon Canal, in the pariſh of Lapworth, into the Warwick and Birmingham Canal, in the manor of Kingſwood, in the county of Warwick*, with the uſual powers; and permiſſion to borrow 10,000l. on mortgage.

The proprietors are allowed to take the following rates of tonnage on this cut.

On coals, coak, iron, iron-ſtone, ſtone, and other goods, except lime and lime-ſtone, which having been navigated upon the Warwick and Birmingham Canal, between Birmingham and the junction with the intended cut, and ſhall paſs along the ſaid cut into the Stratford upon Avon Canal, towards the town of Stratford; or having been carried on the Stratford upon Avon Canal between the town of Stratford and the end of the cut, ſhall paſs along the ſaid cut into the Warwick and Birmingham Canal, towards the town of Birmingham, per ton - - - - - - - -	1s. 3d.
Other coal, coak, iron, iron-ſtone, and other goods, (except lime, lime-ſtone, and other ſtone) per ton -	4d.

Lime and lime-ſtone conveyed on any part of the ſaid Warwick and Birmingham Canal, and which ſhall paſs along the ſaid cut into the ſaid Stratford upon Avon Canal, per ton	1s. 2d.
Other lime and lime-ſtone, per ton	3d.
Flag and other ſtone, per ton	6d.

There is alſo an allowance to be paid to the Warwick and Birmingham Canal Company, by way of compenſation, over and above the rates payable by virtue of the Act for making that canal. *viz.*

For all coal, goods, and other things which ſhall be carried upon any part of the ſaid Stratford upon Avon Canal, between the Worceſter and Birmingham Canal and the place where the Stratford upon Avon Canal ſhall be joined by the intended cut, and which ſhall paſs along the ſaid cut into the Warwick and Birmingham Canal; and for all coal, goods, and other things, except lime and lime-ſtone, which ſhall be carried from the Warwick and Birmingham Canal, along the ſaid cut, into or upon the Stratford upon Avon Canal, and along the ſame towards the Worceſter and Birmingham Canal, and alſo for all coal which ſhall be landed upon either ſide of the ſaid cut, (not being to be uſed for burning lime upon either of the banks of the ſaid cut,) and alſo for all coal which ſhall be landed on either ſide of the ſaid cut, within half a mile of the Warwick and Birmingham Canal, and uſed for burning lime on either of the banks of the ſaid cut, the ſum of 11d. per ton.

Lime and lime-ſtone which having been navigated upon any part of the Stratford upon Avon Canal, ſhall paſs along the ſaid cut into or upon the Warwick and Birmingham Canal, towards the town of Birmingham, the ſum of 1s. per ton.

Lime and lime-ſtone, which having been carried upon any part of the ſaid Stratford upon Avon Canal, ſhall paſs along the cut into the Warwick and Birmingham Canal, and along the ſame towards the town of Warwick, and which ſhall be landed at any place upon the ſide of the ſaid Warwick and Birmingham Canal, more than one hundred yards from the town of Warwick, the ſum of 1s. per ton.

No higher rate than 1½d. per ton, per mile, ſhall be paid to the proprietors of the ſaid Warwick and Birmingham Canal Navigation, for paſſing, upon any part of the ſaid Warwick and Birmingham Canal, between the place where the ſame ſhall be joined by the intended cut, and the town of Warwick, of any coal, goods, or other things ſubject to the payment of the ſaid rate of 11d. per ton, hereinbefore made payable to the Company.

In caſe any coal which ſhall be carried from the ſaid cut into the Warwick and Birmingham Canal, towards the town of Birmingham, there ſhall be paid to the Company of Proprietors of the Warwick and Birmingham Canal, for all ſuch coals, (inſtead of any rates which would be otherwiſe payable to them for the ſame, by virtue of the Act for making the ſaid Warwick and Birmingham Canal, or this Act,) the like rates as would have been payable for ſuch coals, in caſe the ſame had paſſed from the town of Birmingham to the place where the ſaid Warwick and Birmingham Canal ſhall be joined by the ſaid cut.

In caſe any coals ſhall be carried from the intended cut into the Warwick and Birmingham Canal, and along the ſame towards the town of Warwick, and unloaded on the ſide of the Warwick and Birmingham Canal, between the place where the intended cut ſhall join the Warwick and Birmingham Canal, and the Upper Lock on the ſaid Warwick and Birmingham Canal, below Hatton Hill, there ſhall be paid to the Proprietors of the Warwick and Birmingham Canal, (inſtead of any rates which would be otherwiſe payable to them for the ſame by virtue of the ſaid Act for making the ſaid Warwick and Birmingham Canal, or this Act,) the like rates as would have been payable for ſuch coals in caſe the ſame had paſſed from the town of Birmingham to the place where the ſaid coals ſhall be unloaded on the line of the ſaid Warwick and Birmingham Canal.

Only $5\frac{1}{2}$d. per ton, ſhall be payable to the Worceſter and Birmingham Canal for any coal or coak carried in any part of the Worceſter Canal northward of the place where the ſaid canal ſhall be joined with the Stratford upon Avon, and which ſhall paſs, without being unladen, from the Worceſter and Birmingham into the Stratford upon Avon Canal, and be intended to be navigated through the ſaid canal into the Warwick and Birmingham Canal. And

Only $10\frac{1}{2}$d per ton ſhall be paid to the Stratford upon Avon Canal on any coal or coak conveyed out of the Worceſter Canal upon the Stratford upon Avon Canal, and which ſhall paſs into the Warwick and Birmingham Canal.

N. B. *This canal being unfiniſhed,* (February 1797) *the ſize, number, riſe, and fall of the locks cannot be aſcertained. The articles of carriage will be nearly the ſame as on the adjoining canals.*

THE

Droitwich Canal.

IN the eighth year of the reign of George III. (1768) "*An Act for making and maintaining a navigable cut or canal from the river Severn, at or near a place called Hawford, in the parish of Claines, in the county of Worcester, to or near a place called Chapel Bridge, within the Borough of Droitwich, in the said county,*" passed, by which certain persons were incorporated by the name of "*The Company of Proprietors of the Droitwich Canal Navigation,*" with powers to make the said canal; and with the usual clauses and provisoes.

The proprietors were empowered to raise £.13,400 among themselves, divided into 134 shares of 100l. each, of which no person may possess more than seven shares: and if the said sum of £.13,400 was not sufficient, the said proprietors were permitted to raise £.20,000 more, either among themselves or by disposal of new shares of 100l. each, of which each old proprietor may possess five shares over and above the seven before allowed.

Proprietors are allowed to take the following rates and duties:

For every ton of salt, coal, stone, slate, or flags - - - - - - - - - - - - - - - -	1s. 6d.
For every quarter of wheat, rye, beans, pease, malt, barley, oats, or other grain - - - - -	2d.

For every ſix buſhels of meal - 2d.
For every ton of goods, wares, &c. not before enumerated - - - - - - - - - - - 1s. 6d.
One hundred and twelve pounds averdupoiſe to be deemed an hundred weight.

The length of this canal, from Droitwich to the Severn is five miles and three quarters, the number of locks eight, and the fall fifty-nine feet ſix inches. The principal commodities carried on it are ſalt and coals.

The Droitwich canal is allowed to be as completely finiſhed as any in the kingdom; and its beautiful ſerpentine form, the neatneſs of its banks, the elegant walks, and the ſtability of the work, are proofs of the taſte and judgment of thoſe who had the management and control of the work. About 13,500 tons of coal are annually carried thereon, principally uſed for the boiling of ſalt.

THE

Worceſter and Birmingham Canal.

IN the thirty-firſt year of the reign of George III. an Act paſſed for making this canal, under the title of, "*An Act for making and maintaining a navigable canal from, or from near to the town of Birmingham, in the county of Warwick, to communicate with the river Severn, near to the city of Worceſter,*" which recites the advantages that will ariſe from this canal by ſupplying the counties of Worceſter, Warwick, Glouceſter, and Hereford, with coals: and enacts, that the perſons therein named ſhall be incorporated by the name of "*The Company of Proprietors of the Worceſter and Birmingham Canal Navigation,*" with the uſual powers, to make and cut a navigable canal for boats, barges, and other veſſels from, or from near the town of Birmingham; that is to ſay, from any place within the diſtance of 120 yards from the firſt bridge, above the baſon, belonging to the Birmingham and Birmingham and Fazeley Canal, through the pariſhes of Birmingham, Edgebaſton, Northfield, King's-Norton, Alvechurch, Tardebig, Stoke-Prior, Dodderhill, Hanbury, Hadfor, Himbleton, Oddingley, Tibberton, Hinlip, Warndon, and Claines, in the counties of Warwick and Worceſter, and the pariſhes of Saint Martin and Saint Peter the Great, in the county of Worceſter, and the county of the city of Worceſter; to a place called Diglis, near to the ſaid city, there to join and communicate with the river Severn; with the uſual clauſes, proviſoes, proviſions, penalties, &c.

The width of the canal, towing path, &c. is not to exceed thirty yards, except when the canal ſhall be raiſed five feet above the preſent ſurface of the land, and except where it ſhall be judged neceſſary for the boats to turn; and there not to exceed ſixty yards.

This canal is not to be carried nearer to the Birmingham and Birmingham and Fazeley Canal than ſeven feet, without the conſent of the Proprietors of the Birmingham and Birmingham and Fazeley Canal: but the ſaid Proprietors of the Birmingham and Birmingham and Fazeley Canal are not reſtrained from making a junction with the intended canal.

The proprietors are allowed to raiſe, among themſelves, any ſum not exceeding £.180,000 divided into 1800 ſhares, of 100l. each, of which no perſon ſhall poſſeſs leſs than one, or more than fifty ſhares. If the ſaid ſum of £.180,000 be not ſufficient, the ſaid proprietors may raiſe among themſelves, in equal proportions on the ſaid 1800 ſhares, the further ſum of £.70,000, or by way of mortgage.

Proprietors may take the following ſums for tonnage and wharfage:

On coal, iron, iron-ſtone, ſtone, timber, and other goods and things, (except lime and lime-ſtone) upon any part of the canal, (except the firſt ten miles from Birmingham) the groſs ſum of, per ton	2s. 6d.
On lime and lime-ſtones upon any part of the canal, (except the firſt ten miles from Birmingham) the groſs ſum of, per ton	10d.
On coal, iron, iron-ſtone, ſtone, timber, and other goods and things (except lime and lime-ſtone) upon the firſt ten miles from the head of the canal at Birmingham, per ton, per mile	3d.
On lime and lime-ſtone, upon the firſt ten miles from the head of the canal at Birmingham, per ton, per mile	1d.

Only 1d. per ton to be taken on goods or other things carried to or from the river Severn into or out of the baſon intended to be made in or near the City of Worceſter, and not paſſing on any other part of the ſaid canal.

Paving ſtones, gravel, ſand, and other materials for making and repairing roads, and dung, ſoil, marl, and other manure for the improvement of the lands or grounds of perſons whoſe lands ſhall have been taken for the uſe of the ſaid canal, except lime and lime-ſtone, are to paſs free, with the uſual exceptions.

By Stratford upon Avon, Dudley Extenſion, and Stratford and Warwick Junction Acts, the proprietors are entitled alſo to the following

Tonnage of all goods, and other things, (except coal and coke) paſſing from Birmingham, or any part of this canal, and along the Stratford Canal and the cut into the Warwick Canal, per ton, per mile	1½d.
Tonnage of all goods, and other things, (except lime and lime-ſtone) paſſing out of the Stratford Canal, and from the junction towards Worceſter, upon the firſt ten miles from the head of the canal at Birmingham, per ton, per mile	3d.
Tonnage of lime and lime-ſtone, paſſing out of the Stratford Canal, and from the junction towards Worceſter, upon the firſt ten miles from the head of the canal at Birmingham, per ton, per mile	1d.
Tonnage of all goods, and other things, (except lime and lime-ſtone) paſſing out of the Stratford Canal, and from the junction towards Worceſter, upon any part of the canal, except the firſt ten miles from the head of the canal at Birmingham, the groſs ſum of, per ton	2s. 6d.
Tonnage of lime and lime-ſtone, paſſing out of the Stratford Canal, and from the junction towards Worceſter, upon any part of the canal, except the firſt ten miles from the head of the canal at Birmingham, the groſs ſum of, per ton	10d.

By the Stratford upon Avon Act, the proprietors are allowed, for

Tonnage of goods, and other things, except lime and lime-ſtone, paſſing from Birmingham to the junction with the Stratford Canal, and from thence along the Stratford Canal towards Stratford, and from the Stratford Canal towards Birmingham, per ton, per mile	1½d.
Tonnage of lime and lime-ſtone, paſſing as above, per mile	½d.

By the Stratford and Warwick Junction Act, they are allowed, for

Tonnage of coal and coke, upon any part of the Worceſter and Birmingham Canal, and along the Stratford Canal and Junction, into the Warwick Canal, the groſs ſum of per ton	5d½.

Dudley Extenſion Act allows tonnage,

On all coals, goods, merchandize, and other things, which ſhall paſs from the Dudley Extenſion Canal, and along the Worceſter and Birmingham, to or towards Birmingham, without regard to diſtance, the groſs ſum of, per ton, - - -	2d.
On all coals, goods, merchandize, and other things, which ſhall paſs from the Dudley Extenſion Canal, and along the Worceſter and Birmingham, to the junction of the Stratford upon Avon Canal, and along the ſame to or towards the town of Stratford only, the ſame tonnage as though the ſame had paſſed from the head of the Canal at Birmingham, per ton, per mile, reckoning as from Birmingham - -	1½d.

For all goods, except coal and coke, paſſing from the Dudley extenſion along the Worceſter and Birmingham Canal, towards Worceſter, and not paſſing into the Stratford upon Avon Canal, the ſame tonnage per mile, according to the diſtance the ſame paſſes on the Worceſter and Birmingham Canal, as is payable for ſuch goods paſſing from the town of Birmingham, and upon the ſame part only of the ſaid canal.

Until the opening of the Staffordſhire and Worceſterſhire Canal at Stourport, coals were brought down the Severn, from the Shropſhire collieries; the only place of ſupply. But great aſſurances were given, and expectations formed by the conſumers of this neceſſary article of life; that, in conſequence of the canals from the Staffordſhire collieries to Worceſter, ſuch a competition would ariſe between the Shropſhire and Staffordſhire coal maſters, as would reduce the price at all the markets down the river Severn.

No ſuch thing however happened: but, to obtain this deſirable event, a plan was formed, and an application made to Parliament, in the year 1786, by the late Lord Dudley and Ward, and other gentlemen, for powers to make a canal from the collieries, in the neighbourhood of Stourbridge and Dudley, through the interior of the county of Worceſter, to communicate with the river Severn, below the city. This bill paſſed the Houſe of Commons, but was rejected by the Houſe of Lords.

The neceſſity of another road, to ſupply Worceſter, its neighbourhood, and the towns and country on the borders of the Severn, with coal, becoming every day more obvious from the increaſe

of its conſumption, as well as of its price, Doctor Hooper, of Worceſter, propoſed and brought forward a plan for a canal, on which veſſels, carrying 60 tons, might be navigated from the Birmingham Canal to the deep part of the Severn, below Worceſter; and by means of which, a direct inland communication would be opened from Briſtol to Hull, and all the eaſt and northern ports of Great Britain; beſides opening a road to Mancheſter, and all other places, having communication by means of the various canals, between Birmingham and thoſe ports.

A bill for a canal, for this purpoſe, was, in conſequence, brought into Parliament, in the year 1790, but was rejected.

The application to Parliament was renewed, anno 1791; and, after a ſevere conteſt, the bill was paſſed into a law.

Unforeſeen difficulties in executing the ſtupendous works on this canal, from Birmingham to Weſt-Hill Tunnel, the additional tax on bricks, the great increaſe of the price of labour and materials of every kind, occaſioned the proprietors to apply to Parliament to raiſe a further ſum of money to finiſh the undertaking; and it is not doubted but that, when it is completed, it will anſwer all the purpoſes originally propoſed.

In conſequence of this application, by Act of the 38th of George III. the proprietors of the Worceſter and Birmingham Canal, are authoriſed to raiſe £149,929 1s. 1½d. more among themſelves, or by the admiſſion of new ſubſcribers, the ſame to be divided into 1259 half ſhares, of 69l. 8s. 10½d. each, or the above may be raiſed by mortgage or annuities, charged on the rates. And by this Act, any proprietor may hold any number of ſhares or half ſhares in the ſaid navigation.

The proprietors are enabled to take the following additional ſums, for tonnage and wharfage:

On coal, iron, iron-ſtone, ſtone, timber, and other goods and things, (except lime and lime-ſtone) upon any part of the canal, (except the firſt fourteen miles from Birmingham) the additional ſum of 3d. per ton, per mile, not exceeding in the whole	1s.
On lime and lime-ſtone, upon any part of the canal, (except as above) the additional ſum of 1d. per ton, per mile, not exceeding in the whole - - - - - - - - -	4d.

And the additional ſum of 1d, per ton, to be taken on goods and other things, carried to and from the river Severn, into or out of the baſon, intended to be made in or near the city of Worceſter, and not

paſſing on any other part of the ſaid canal. But nothing in this Act is to alter or affect the rates, granted to this Company by the Dudley and Stratford Canal Acts, except on ſuch goods and merchandize as ſhall paſs from the Dudley Canal, and not paſs from out of the Stratford Canal.

Beſides the benefits that muſt ariſe to a manufacturing and populous country, 29 miles in length, through which this canal will paſs, as well as to the cities and towns, on the banks of the river Severn, by the very great reduction that it will occaſion in the price of coal and lime; no canal preſents fairer advantages to the mercantile world.

In addition to the benefits that will be obtained to it by the communications already mentioned; another, ſtill greater, will ariſe by means of the Stratford upon Avon and Lapworth Junction Canals, which join the Warwick Canal at Kingſwood Common, By this navigation, the readieſt and cheapeſt conveyance will be found for cyder, hops, ſalt, and other merchandize, from the river Severn to London; and ſhould the proprietors of the Warwick Canals be judicious enough to make them navigable for barges, from the junction at Kingſwood Common to their entering into the Oxford Canal at Napton, no other mode for conveying heavy articles of commerce would poſſibly come in competition with this line of canals.

The whole length of this canal is 29 miles, of which, from Birmingham to Tardebigg, the ſummit is 14 miles; the fall into the Severn is 428 feet; the dimenſions 42 feet wide at top, and 6 feet deep in water; the locks are 15 feet wide, and 80 feet long, the fall of each is 6 feet.

Nine miles of this canal are completed, in which is the tunnel at Weſt Hill, which is finiſhed, being 2700 yards in length, 18 feet 6 inches wide, and 18 feet high, the depth of water, 7 feet 6 inches, and which is calculated to receive barges of 80 tons burthen.

PLAN of the WORCESTER and BIRMINGH

ALCESTER
Morton Bagot
Arrow Riv
Coughton
Ridge
Canal to Warwick
Canal to Stratford
Barkston
Lapworth
Mapleborow Green
Hockley
Umberslade
Studley
97 fr. London
Escote Wood
Cheadle
Knowle
Canal
Stone Bridge
Hampton in Arden
anworth
Blythe River
Waring's Green
Malvern Hall
Church Bickenhill
Elmdon Heath
Solihul
Salters Street
Ipsley
Handley's Cross
Beoley
Redditch
W A R W I C K
Elmdon
Shirley Street
Withorn Chap.
Sheldon
Drakes Cross
Pt of WARWICK
Alvechurch
Hewell Hall
Tardebig
Agcocks Green
Hall Green
Flint Green
Millpole Hill
Yardley
Tunnel 320 Yds
Shortwood Tunnel 600 Yds
Tunnel 500 Yds
Worcester
SHIRE
Broad Green
Stoke Prior
Tole River
Castle Bromwich
Moseley
Kings Norton
Cofton Hacket
Burcot
BROMSGROVE
Birmingham Faseley Canal and
Derritend
Red R
Northfield
Lickey Hill
Edgbaston
Sally Oak
Dudley
Erdington
Aston
Park
BIRMINGHAM
Weoley Castle
Shenley
Chaddesley
Frankley
Little Barnsley
Harbourn
Birmingham Canal
Perry Bridge
Perry Hall
Handsworth
Smethwick
Lapal Lane
Woodcut
Forfield
Navigations
SHROP
Belle Vue
Pt of WORC
Leasowes
Webbs Gr
SHIRE
Hales Owen
STAFFORD
Clent
Combes Wood
Bellbroughton
Chaddesley
Queestley
Sandwell
G.t Barr
Newton End
West Bromwich
Oldbury
Rowley
Broome
Hagley
Tame River
Riders Green
Heakley Heath
Windmill End
Cradley
Pool
Hayes
Lye
Padmoor
Old Swinford
Churchill
Tividale
WALSALL
WEDNESBURY
Horsley Heath
STOURBRIDGE
STAFFORD SHIRE

London: Published as the Act directs, by J.Car

INGHAM and DROITWICH CANALS.

LCESTER
Coughton
Ridge Way
Inkborough
Stoney Morton
Rouse Lench
Abberton
Bishampton
Throckmorton
Wyre Piddle
Wyck
Avon River
PER SHORE
Eckington
Strensham
Defford
Woodcot
Hill Crome
Besford
Crome Park
Crome D'Abbot
Earls Crome
Holly Gr.
UPTON
Pirton
Severn Stoke
Severn
Hanley Castle
Forty Green
Chiffon
River
Hook
Kempsey
Norton
Spetchley
Whittington
Bredicott
Tibberton
Offerton
Oddingley
Tumbling Bay Canal
Hanbury
Hanbury Hall
Warndon
Callow End Green
Maddresfield
Powick
Newland
Stoke Prior
Birmingham
Hadsor
Henlip
WORCESTER
Digbis
St. Johns
St. Peters
DROITWICH
Barnhurn Brook
Brainsford
Up. Brainsford
Tame
Leigh
Cotheridge
Broad Heath
Claines
Martin Hussintree
Droitwich
Salwarp Canal
Salwarp River
Hallow
Grimley
Wichbold
Upton Warren
Dodderhill
Elmbridge
Hampton Lovett
Westwood
Woodcut Green
Ombersley
Doverdale
Rushock
Holt
Holt Heath
Wichenford
Broadwas
Dodenham Chapel
Anfrick
Suckley
Lulsey
Knightwick
Knightford Bridge
Martley
Northampton
Elmley Lovett
Chaddesley Corbet
Stanford
Hartlebury
Stone
Brook
Severn River
Shrawley
Lit. Witley
Witley Park
Whitborn
Ham Br.
Beam Court Park
Shelsey Beauchamp
Shelsey Walsh
Clifton
Lower Sapy
Hundred House
Astley
Areley
Stour River
Stourport
Mitton
Staffordshire & Worcestershire Canal
Kington Canal
KIDDERMINSTER
Sutton
Bradley
Udding ton
Broughton Hacket
Himbledon
Crowle
Grafton Flford
Aston
Churchill
Flford Favel
Kington
Naunton Beauchamp
Peopleton
N.th Piddle
Dormeston
Upton Snodsbury
Bridge Green
Stouton
Norton
Chiffon
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Oddingley
Tumbling Bay Canal
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Hanbury Hall
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Beam Court Park
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Shelsey Walsh
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Lit. Witley
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Beam Court Park
Shelsey Beauchamp
Shelsey Walsh
Clifton
Lower Sapy
Hundred House
Astley
Areley
Stourport
Mitton
Kington Canal
Staffordshire & Worcestershire Canal
KIDDERMINSTER
Sutton

Scale of Miles

ct directs. by J. Cary. Engraver & Map seller, Strand. July 1. 1798

THE

Coventry Canal.

THE Coventry Canal was a part of the original deſign of Mr. Brindley, to connect the four great ports of England together by means of navigable canals, and the Act of Parliament was applied for and obtained as early as the year 1768, and bears the title of, "*An Act for making and maintaining a navigable canal from the city of Coventry, to communicate upon Fradley Heath, in the county of Stafford, with a canal now making between the rivers Trent and Merſey.*"

After reciting the advantages which would ariſe by opening a communication between the city of Coventry and the ports of Hull and Liverpool, the Act incorporates certain perſons, by the name of "*The Company of Proprietors of the Coventry Canal Navigation*," with the uſual powers, proviſoes, &c. to make a navigable cut or canal from the city of Coventry through the pariſhes or places called the Holy Trinity, Foleſhill, and Exhall, in the county of the ſaid city, and through, or near to Bedworth, Chilvers Coton, Nuneaton, Caldecot, Hartſhill, Mancetter, Atherſtone, Merivale, Whittington, Grendon, Poleſworth, Amington, and Tamworth, in the county of Warwick; and Tamworth, Bonehill, Dunſtall, Hoppas, Tamhorn, Whittington, Huddlesford, Streethay, and Fradley, in the county of Stafford, to communicate on Fradley Heath, with the canal form the Trent to the Merſey.

The proprietors were allowed to raiſe £.50,000 among themſelves, divided into 500 ſhares of £.100 each, of which ſhares no perſon was to poſſeſs more than ten in his own name, or in the name of any perſon or perſons in truſt for him (unleſs the ſame ſhould come to him by will or act in law); and if that ſum ſhould be inſufficient to complete the work, the ſubſcribers were authourized to raiſe £.30,000 more amongſt themſelves, or by admiſſion of new ſubſcribers, in manner aforeſaid.

The rates allowed to the ſaid proprietors were 1½d. per ton, per mile, for tonnage and wharfage of all goods whatſoever, with a proviſo, that lime and lime-ſtone ſhould not pay more than one third, and paving ſtone, gravel, ſand, and all materials for making and repairing roads, dung, ſoil, marl, and and all ſorts of manure for land, ſhould be exempted from any rates whatſoever, ſo that the articles exempted ſhould not paſs through any lock, but at ſuch times when the water ſhould flow over ſuch lock, and a further allowance of wharfage is provided for all goods remaining on any wharf belonging to the company, above twenty four hours. And fifty feet of round or forty feet of ſquare oak, aſh, or elm timber, or fifty feet of fir or deal, balk, poplar, and other wood, is declared to be one ton weight.

It is alſo provided, that no boat, of leſs burthen than fifteen ton, ſhould paſs through any of the locks without the conſent of the Company, or their principal agents, in writing; and a: y perſon or perſons erecting wharfs, or quays, on any part of the ſaid canal, are reſtrained from taking more than 3d. per ton for wharfage, unleſs the goods ſhould remain thereon above ſix days.

By an Act of the 9th George III. for making a canal from the Coventry Canal Navigation to the city of Oxford, after granting to the Company of Proprietors of the Oxford Canal, (amongſt other rates, therein ſtipulated) 1½d. per ton, per mile, on all coals paſſing upon the ſaid canal: it is provided, that the Company of Proprietors of the Coventry Canal, ſhould take all the ſaid rates, for all coals which ſhould be navigated on the intended Oxford Canal, within two miles from the junction thereof with the Coventry Canal, at Longford, ſuch rates to be applied to the purpoſes of the Act of the 8th of his preſent Majeſty, for making a canal from the city of Coventry to Fradley Heath. And that the ſaid Company of Proprietors of the Oxford Canal Navigation, ſhould take all the rates, payable, by the ſaid recited Act of the 8th George III. to the ſaid Coventry Canal Company, for a articles (except coals) which ſhould be navigated upon any part or parts of the ſaid Oxford Canal, and afterwards upon the Coventry Canal, within three miles and an half from the ſaid junction of the ſaid two canals towards Coventry.

Soon after paſſing the firſt-mentioned Act, the Company of Proprietors of the Coventry Canal proceeded to execute the line of navigation, authourized thereby; and having carried on their works from Coventry to Atherſtone, a diſtance of ſixteen miles ſix furlongs, their original ſubſcription of £.50,000 was exhauſted, and twenty-one miles remained to be executed. Inſurmountable difficulties in raiſing more money prevented the further progreſs of the undertaking for upwards of ten years; during which, the revenues of the Company were very ſmall, being confined to a local ſuppy of coals only from the neighbourhood within ten miles of Coventry, for the conſumption of that town, and the villages, and places near thereto, and the markets on the Oxford Canal; with ſcarcely any returns from other articles of merchandize,

At length, in the beginning of the year 1782, the ſpirit of public enterpriſe again revived, and a ſcheme was formed by certain perſons for a new navigation from the colleries near Wedneſbury to Birmingham, and from thence to join the Coventry Canal near Fazeley. At their ſolicitation, a meeting was held at Coleſhill, in the county of Warwick, on the 20th of June, 1782, by delegates from the reſpective Companies of the Oxford, Coventry, and Trent and Merſey Canal Navigations, and from the Subſcribers to the new propoſed Navigation; when it was agreed, on the part of the reſpective Companies, that in order to effect a general communication between the Oxford, Coventry, and Trent and Merſey Canals, the collieries in the neighbourhood of Wedneſbury, and the town of Birmingham, it would be neceſſary that the Coventry Canal ſhould be completed between Atherſtone and Fradley Heath; that the Oxford Canal ſhould be completed from Oxford to Banbury; and that ſuch new Subſcribers ſhould execute a canal from ſuch coal mines to Birmingham and to Fazeley. the more eaſily to effect the communication between Fazeley and Fradley Heath, it was agreed, that the Proprietors of the Coventry Canal ſhould (by authority of Parliament, or otherwiſe) relinquiſh to the Proprietors of the Trent and Merſey Canal and to the Subſcribers to ſuch propoſed canal, that branch of the ſaid Coventry Canal, lying between Fazeley and Fradley Heath, and that the ſame ſhould be executed by them at their joint expence; that the profits ariſing upon the half part thereof, from Fazeley to Fradley Heath, ſhould be taken by the Subſcribers to the new intended Canal; and the profits ariſing from the other half part thereof, from Fradley Heath towards Fazeley, by the Proprietors of the Trent and Merſey Canal; and that when the ſame ſhould be completed, it ſhould be equally divided, and each part conſidered as the ſeveral and diſtinct property of the ſaid parties, and ſupported accordingly. And it was agreed, that the tonnage to be taken for all coals navigated from Birmingham throughout the intended Canal to Fazeley, and upon all, or any part, or parts of the Coventry and Oxford Canals, ſhould not exceed 1d. per ton, per mile.

By virtue of this agreement, and a ſubſequent Act of Parliament, paſſed 23d. of George III. whereby the Company of Proprietors of the Birmingham and Fazeley Canal Navigation were obligated to perform the agreement made at Coleſhill, in the place and ſtead of the Subſcribers to ſuch new navigation, (for the further particulars of which the reader will pleaſe to refer to the account of the Birmingham Canal, page 43, given in a preceding part of this book) application was made to Parliament, and an Act paſſed 25th George III. intitluled "An Act to enable the Company of Proprietors of the "Navigation from the Trent to the Merſey, and the Company of Proprietors of the Navigation, on "Birmingham to Fazeley, to make a navigable canal, from the ſaid Trent and Merſey Navigation, on "Fradley Heath, in the county of Stafford, to Fazeley in the ſaid county; and for confirming certain "articles of agreement, entered into between the ſaid Trent and Merſey, the Oxford and Coventry Ca-"nal Navigation Companies." Said agreement made at Coleſhill is recited. It alſo recites articles of

agreement of the 29th October 1783, between the Company of Proprietors of the navigation from the Trent to the Merſey, of the firſt part; the Company of Proprietors of the ſaid Coventry Canal Navigation, of the ſecond part; and the Company of Proprietors of the Oxford Canal Navigation, of the third part; whereby for the ratifying and confirming the proceedings, reſolutions, and agreements of the delegates of the ſaid ſeveral and reſpective Companies, and for carrying the ſame into execution on their reſpective parts, the ſaid Companies mutually and reciprocally covenanted and agreed, that the ſeveral reſolutions and agreements entered into by the ſaid delegates ſhould be binding and concluſive on the ſaid Companies reſpectively, as fully as if they had originally been parties thereto, and the ſaid Companies did thereby mutually and reciprocally covenant and agree with each other to abide by, perform, and keep the ſame accordingly. It alſo recites, that the canal from Fazeley to Fradley Heath had been accurately ſurveyed, and divided into two equal parts, and a line of diviſion had been drawn at a place called Whittington Brook, in the pariſh of Whittington, in the county of Stafford, and the part next Fradley Heath had been agreed to be alloted, when finiſhed, to the Company of Proprietors of the Navigation from the Trent to the Merſey, and the other part to the Company of Proprietors of the Birmingham and Fazeley Canal Navigation, as their ſeveral and reſpective ſpecific parts. The ſaid Act then ratifies and confirms the ſaid articles of the 29th October, 1783, and the clauſes, matters, and things therein contained, and declares that the ſame and every part thereof ſhall be binding and concluſive upon the ſaid Companies reſpectively. The ſaid Act, alſo, recites other articles of agreement, of the 29th of October, 1783, between the Company of Proprietors of the Navigation, from the Trent to the Merſey of the one part, and the Company of Proprietors of the Coventry Canal Navigation of the other part, whereby the ſaid Company of Proprietors of the navigation, from the Trent to the Merſey, for ratifying and confirming a propoſal made by their delegates, at a meeting held at Tamworth, on the 30th day of June then laſt, did covenant and agree with the Company of Proprietors of the Coventry Canal Navigation, that when the ſaid part of the ſaid canal, between Fazeley and Fradley Heath, ſo intended to be veſted in and executed by the ſaid Trent and Merſey Canal Company, ſhould be completed, and notice thereof given by the ſaid Company, or their clerk, to the ſaid Coventry Canal Company, or their clerk, then that the ſaid Coventry Canal Company ſhould, within two months after ſuch notice, have liberty to purchaſe ſuch part of the ſaid canal, at the ſum which ſhould have been laid out and expended in or relating to the execution and completion thereof, with intereſt from the time or times of extending or advancing ſuch money as aforeſaid. And if the ſaid Coventry Canal Company ſhould reſolve to make ſuch purchaſe, then the ſaid Trent and Merſey Canal Company ſhould, within twelve months, then next following, at the coſt of the Coventry Canal Company, convey the ſaid part of the ſaid canal to the ſaid Coventry Canal Company, on payment of the money and intereſt as aforeſaid. The ſaid Act then ratifies and comfirms the ſaid laſt recited agreement and enacts

that the ſame, and every part thereof, ſhall be binding and concluſive upon the ſaid Company of Proprietors of the Navigation, from the Trent to the Merſey; and it is, by the ſaid laſt recited Act, provided and enacted, that all coals, navigated on all or any part of the Coventry or Oxford Canal Navigations, or any other canal navigation, to be made by virtue of the ſaid Act, ſhould paſs at one and the ſame rate of tonnage, per ton, per mile, and that nothing ſhould enable the ſaid Company of Proprietors, or any of them, to take any greater ſum of money, per ton, per mile, for the tonnage of coals, paſſing along the Coventry or Oxford Canals, or any part thereof, and coming from one colliery, than ſhould be taken for the tonnage of coals, coming from any other colliery, provided that nothing ſhould alter or vary the rates of tonnage, upon the Coventry or Oxford Canals, or either of them, until the ſaid Coventry and Birmingham and Fazeley Canals, and each of them ſhould be made and completed to Fazeley, aforeſaid.

By an Act paſſed, 26th George III. intituled "An Act to enable the Company of Proprietors of the "Coventry Canal Navigation, to complete the ſaid canal to Fradley Heath, in the county of Stafford, "and for other purpoſes, therein mentioned." The Company of Proprietors of the Coventry Canal were authoriſed to borrow £40,000, by mortgage or aſſignment of the tolls, of their ſaid navigation, and purſuant thereto the ſaid ſum was raiſed, and the works of the ſaid canal were extended from Atherſtone to Fazeley, during the progreſs of which, the ſaid canal from Birmingham to Fazeley, was executed by the ſaid Birmingham and Fazeley Canal Company, and the ſaid part of the ſaid Coventry Canal, from Fazeley to Fradley Heath, was executed under the authority of the ſaid agreements and Acts of Parliament, confirming the ſame; and the ſame being executed, and notice thereof given to the Coventry Canal Company, in the month of January, 1787, they reſolved, on the 4th of February following, to purchaſe the part that had been allotted to the Trent and Merſey Canal Company, next Fradley Heath, purſuant to the agreement and power, given for that purpoſe, and the purchaſe money was paid and the conveyance or aſſignment thereof, to the Coventry Canal Company, was made and completed, in the month of October, 1787.

Theſe different lines of canal being completed, the opening of the junction, at Fazeley, took place, in July, 1790, and the increaſe of trade, has ſince, greatly exceeded all calculation; notwithſtanding the tonnage of coals, immediately upon the completion of the ſaid work, and the junction being formed, became reduced from $1\frac{1}{2}$d. to 1d. per ton, per mile.

By the ſaid laſt-mentioned Act of Parliament, the clauſe in the Act of the 8th George III. reſtricting the poſſeſſion of ſhares, in this undertaking, by any perſon, not to exceed ten, (unleſs they come to him by will or act in law) is repealed, and a new clauſe ſubſtituted, empowering any perſon to hold any number of ſhares, not exceeding thirty, with the ſame exception as before.

This canal is thirty-two miles and a quarter in length, from Coventry to Fradley Heath, excluſive of the five miles and an half between Fazeley and Whittington-Brook, now part of the property of the Birmingham *and Birmingham and Fazeley Canal* Company; the fall ninety-ſix feet by means of thirteen locks; and the commodities carried thereon are coals, and ſuch goods as are carried on the adjoining canals.

By an Act, of 34th George III. for making and maintaining a navigable canal, from the Coventry Canal, called the Aſhby-de-la-Zouch Canal, it is enacted, that the Proprietors of the Coventry Canal may take for their own uſe, (over and above all other tolls, rates, and duties whatſoever) on all coals, goods, and merchandize, which ſhould be navigated or conveyed upon any part of the Aſhby-de-la-Zouch Canal, and which ſhould afterwards or from thence be conveyed into or upon the Coventry, Oxford, or Grand Junction Canals, or which after having been conveyed upon either of the ſaid canals, and afterwards or from thence carried upon the Aſhby-de-la-Zouch Canal, 5d. per ton, and ſo in proportion, for any greater or leſs quantity. And if at any time after any navigable cut or communication ſhould be made with the Aſhby-de-la-Zouch Canal, by means whereof any ſuch coals, goods, or merchandize might be navigated, carried, or conveyed, from ſaid Aſhby-de-la-Zouch Canal, into or upon the ſaid Oxford or Grand Junction Canals, or from either of ſaid laſt-mentioned canals, into or upon ſaid Aſhby-de-la-Zouch Canal, without paſſing upon ſaid Coventry Canal, then ſaid Company of Proprietors of ſaid Coventry Canal ſhould take and receive, for their own uſe, for all ſuch coals, goods, merchandize, &c. ſuch and the ſame ſum and ſums of money or rates of tonnage, as if the ſame actually paſſed to or from the ſaid Aſhby-de-la-Zouch Canal, at the propoſed junction with the Coventry Canal, at Marſton Bridge, and were navigated between Marſton Bridge and the Oxford Canal, by the courſe of ſaid Coventry Canal, as the ſame was then uſed.

Said Act then recites, that the ſaid place of junction of ſaid Aſhby-de-la-Zouch Canal, with the Coventry Canal, ſince the agreement with the Coventry Canal Company was made, had been altered, and the ſame was conſidered moſt convenient, and was then determined to be made at a place called Marſton Bridge, inſtead of Griff, where it was originally intended to be made, being three furlongs nearer to the junction of the Coventry Canal with the Oxford Canal and to the city of Coventry than Griff, aforeſaid, and that the ſaid alteration ſhould not affect the terms and compenſation intended to be made, by ſaid agreement, with ſaid Company of Proprietors of the Coventry Canal, in reſpect to the junction and communication with ſaid Coventry Canal; it was enacted, that it ſhould be lawful for ſaid Company of Proprietors, of ſaid Coventry Canal, to aſk, demand, take, and receive, to and for their own proper uſe, for all coals, goods, merchandize, and other things, which ſhould be navigated, carried, or

PLAN of the BIRMINGHAM AND FAZELEY and C

FORDSHIRE

STAFFORDSHIRE

WARWICKSHIRE

LEICESTERSHIRE

Newton Regis
Anstrey
Seckington
Twycrofs
Wellsboro
Coton
Sutton Cheyney
Earl Shilt
Stapleton
Shenton
K. Richards Well
Ambin Wood
Barwell
Dadlington
Sibson
Shuttenton
Orton
Sheepy Magna
Sheepy Parva
Upton
Stoke Golding
Wigginton
Waverton
Polesworth
Pipehall
Grendon
Ratcliff Culey
Atterton
Wilkin
HINCKLEY
Higham
Fenny Drayton
Tamworth
Glascote
Hall End
Wilnecote
Badesley Ensor
Freasley
Ensor
Merevale
Witherley
Caldecote
Weddington
Mancetter
Coventry Canal
Anker River
Hoppas
Fazeley
Two Gates
Coal Pits
Whateley
Hockley
Harts Hill
NUNEATON
from London
River Tame
Baxterley
Attleborough
Nuneaton Park
Nuneaton Com.
Ansley Hall
Cliff
Hurley Common
Bentley Chapel
Chilvers Coton
Kingsbury
Gospel Oak
Ansley
Seeswood Pool
Arbury Hall
Middleton Hall
Bromley Cross
Body Moor
Middleton
Nether Whitacre
Astley
Bedworth
Marston Green
Over Whitacre
Arley
Gun Hill
Maxhall Hall
Canal
Wishaw
Bourne River
Breach Oak
Honey Lane
Longford
Shustock
Curdworth
Exall
SUTTON
Fillongley
Foleshill
Corley Ash
Corley
Warmley Ash
Water Orton
Maxtock Castle
Green End
Windley Green
Minworth
COLESHILL
Park
Corley Moor
Kersley Green
Pipe Hall
Burwood Common
Maxtock
Erdington
Bacons Inn
Pool
Little Packington
Allesley
COVENTRY
Castle Bromwich
Gravel Hill
Ward End
Eyle Cross
Coleshill Heath
Stone Bridge
Meriden
Hearsal Common
Marston Green
Bickenhall
Church Bickenhill
Moulding Bridge
Raves Green
Yardley
Saltley
Sheldon
Hampton in Arden
Berkswell
Westwood Heath
BIRMINGHAM
Elmdon
Flint Green
Birmingham & Warwick Canal
Escote Wood
Balsall Street
Milburn Bridge
Scale of

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and COVENTRY CANALS, with Part of the OXFORD.

Earl Shilton
Stapleton
Elmsthorpe
Thorpe
Broughton Astley
Theddingworth
Stoney Stanton
Sapcote
Dunston Basset
Ashby Magna
Barwell
Walton
Husbands Bosworth
Gilmorton
Kincote
Leir
Sharnford
Soar
Aston Flamville
Frolesworth
Ashby Parva
SHIRE
North Kilworth
Burbage
River
Bitteswell
High Cross
Ullesthorpe
Swift River
South Kilworth
Wigston Parva
Walcote
Claybrook
LUTTERWORTH
Misterton
Avon
Smockington
Wibtoft
Copston
Cottesbach
Stanford Hall
Burton Hastings
Willy
Cross in Hand
Swinford
Stanford
Clowdsley Bush
Wolvey
Newnham Paddox
Walton
Cester Over
Shawell
Monks Kirby
Church Over
Catthorpe
Withybrook
Pailton
Lilbourn
Dov. Br.
Bulkington
Newton
Hops Ford
Cosford
Engine
Shilton
Stretton
Newbold Revel
Great Harborrow
Brownsover Chap.
Clifton
Ansty
Nettle Hill
Oxford Canal
Easenhall
Newbold upon Avon
to Northampton
Hawksbury
Fellars Bridge
Brinklow
Steam Engine
Honey Lane
Longford
Sow Waste
RUGBY
Kilsby
Foleshill
Sow
King's Newnham
Hill Morton
to London
Coomb Abbey
Sow River
Bretford Bridge
Church Lawford
Bilton
Barby
Wyken
Stoke
Oxford Canal
Binley
Wolston
Dunchurch
Frog Hall
Thurleston
Willenhall
Ryton
Willoughby
Braunston
Grand Junction Canal
Bourton
Stretton
Leame River
Granborough
Baginton
Frankton
Saw Bridge
Wolfhamcote
DAVENTRY
Bubbenhall
Prince Thorpe
Birding bury
Lemington Hastings
Marton
Stoneleigh
Stoneleigh Park
Wapenbury
Eathorpe
Shuckburgh Inferior
Staverton
Weston
Avon

Scale of Miles

Act directs. by J. Cary Engraver & Map-seller, Strand July 1 1798.

conveyed from ſaid Aſhby-de-la-Zouch Canal, into, upon, and along ſaid Coventry Canal, or from ſaid Coventry Canal, into, upon, and along ſaid Aſhby-de-la-Zouch Canal, over and above the rate or compenſation of 5d. per ton, as aforeſaid, ſuch and the ſame tolls, rates, and duties as if ſaid junction of ſaid intended canal with ſaid Coventry Canal, was actually made at Griff, aforeſaid.

And for better collecting the rates, payable to ſaid Coventry Canal Company, it was enacted, that ſaid Coventry Canal Company might cauſe a toll houſe to be erected, at or near the ſide of any part of ſaid Aſhby-de-la-Zouch Canal, for the uſe of the perſon or perſons appointed to collect ſaid rates; and alſo to place a ſtop gate or bar acroſs ſuch part of ſaid Aſhby-de-la-Zouch Canal, as they ſhould think proper, and might from time to time remove ſuch toll houſe, and erect the ſame at any other place or places, at or near the ſide of ſaid Aſhby-de-la-Zouch Canal; and might alſo remove ſuch ſtop gate or bar, and place ſame acroſs any other part of ſaid Aſhby-de-la-Zouch Canal, as they ſhould think proper; and it ſhould be lawful for the collector or collectors of ſaid rates, by means of ſuch ſtop gate or bar, to ſtop or prevent the paſſage of any boat or other veſſel, upon ſaid Aſhby-de-la-Zouch Canal, until payment of the rates, thereby made payable to them for the coals, goods, or other things on board ſuch boat or other veſſel.

Then follow powers to ſaid Coventry Canal Company, to apply the ſame powers as in their own acts, for enforcing payment of rates, thereby granted, as if the ſame were therein repeated, and re-enacted, with power for ſaid Coventry Canal Company to reduce ſaid rates, and raiſe them again as they ſhould ſee fit, *provided* that no perſon ſhould be ſubject to or charged with ſaid rate of 5d. per ton to the Company of Proprietors of the ſaid Coventry Canal, for any corn or grain, ſheep or other cattle, or any iron, ſtone, or wrought iron, got, or made upon, or near the banks of the ſaid Aſhby-de-la-Zouch Canal, or for any dung, aſhes, marl for manure, gravel, ſand, and ſtones for repairs of roads; with penalty on any perſon claiming and taking ſuch exemption, not being entitled thereto, 10l. for every ſuch offence, to the Coventry Canal Company.

THE

Oxford Canal.

THE Oxford Canal, like the Coventry, formed a part of the original plan of Mr. Brindley; and the firſt Act reſpecting that canal paſſed in the ninth year of the reign of Geo. III. intituled, "*An Act for making a navigable canal from the Coventry Canal Navigation to the city of Oxford*," which recites the advantages which will accrue from opening a communication between the cities of Coventry and Oxford: and enacts, that certain perſons ſhall be a body corporate, with power to make and cut the ſaid canal, under the title of "*The Company of Proprietors of the Oxford Canal Navigation*," and veſted with the uſual clauſes, proviſoes, &c.

The proprietors were impowered to raiſe among themſelves £150,000 to carry on the works, to be divided into 1500 ſhares of 100l. each, of which no perſons were allowed to poſſeſs more than 50 ſhares in their own name; and in caſe the above ſum was not ſufficient, the proprietors might raiſe £50,000 among themſelves, or by the admiſſion of new ſubſcribers.

The Proprietors of the Coventry Navigation may take a tonnage on all coals, carried on any part of the Oxford Canal, within two miles of the junction thereof with the Coventry Canal, at Longford, to be applied as the rates and duties, granted by the Act for making a canal from the city of Coventry to Fradley Heath: and the proprietors of the Oxford Canal may take all the rates, payable by the ſaid recited Act of George 3d, to the ſaid Coventry Canal Company, for all articles (except coals) which ſhould be navigated upon any part of the ſaid Oxford Canal, and afterwards upon the Coventry Canal, within three miles and an half from the ſaid junction of the ſaid two Canals, towards Coventry.

The rate of tonnage to be,

On coals and other goods, per ton, per mile - - - - - - - - - - - - - - - - $1\frac{1}{2}$d.
Lime and lime-ſtone only one third of the ſaid rate.
Materials for the roads, and manure for land, free.

No coal or culm, or cinders burned from coal or culm, which ſhall have paſſed on the Oxford Navigation, ſhall be conveyed down the rivers Iſis, Charwell, or Thames, between Oxford and London, upon pain of forfeiture of the boat or veſſel, and the ſaid coal, culm, or cinder.

The firſt general aſſembly was held the 12th of May, 1769, at Banbury, when Mr. Brindley was appointed engineer. The ſecond the 3d of Auguſt, 1769, when the line of canal, as planned by Mr. Brindley, was approved of, and he was ordered to begin cutting the ſame, at or near Bulkington Lane, immediately.

The works were continued without intermiſſion to the year 1775, when the canal was completed only to Napton: it was found that £122,300 had been expended, *and the proprietors were unable to ſell more ſhares*; accordingly an application was made to Parliament, and by an Act made in the fifteenth year of the reign of George III. for amending the above Act, the Company of Proprietors were allowed to borrow, on mortgage of their navigation and tolls, £70,000, the intereſt on ſuch ſum to be paid half yearly in preference to the dividend; which ſum enabled the proprietors to complete the canal to Banbury, and the firſt boat entered the baſon there the latter end of March, 1778, and the works were then ſuſpended.

By another Act, intituled, "*An Act for amending and altering the two before-mentioned Acts*," a regulation is made with reſpect to dividends, and the proprietors are allowed to fix the freight of parcels under 500 pounds weight.

The works were ſuſpended until April 5, 1786, and the Coventry Canal was alſo ſtopped at Atherſtone.

On the 20th of June 1782, a meeting of delegates from the Oxford, Coventry, Birmingham, and Grand Trunk Companies, was held at Coleſhill, in the county of Warwick, for the purpoſe of effecting a junction, and completing the ſeveral canals, when they agreed to certain reſolutions and to apply to Parliament for further powers to borrow money.

In conſequence of ſuch agreement, application was made, and another Act was obtained, 26th Geo. III.) with power to borrow £60,000 more by mortgage of the tolls, by which Act perſons are allowed to hold fifty ſhares in the new ſubſcription, and fifty in the old (in the whole 100 ſhares); and power is given to carry coals between the canal and Reading.

An agreement was entered into by the Oxford and Coventry Companies, to which the Grand Trunk and Birmingham Companies were parties, and which was afterwards confirmed by an Act of Parliament, that as ſoon as the canals were navigable to the Staffordſhire Collieries, the rate of coals upon their canals ſhould be reduced to 1d. per ton.

The works re-commenced, from Banbury towards Oxford, the 5th of April, 1786; and on the 1ſt of January, 1790, a fleet of boats entered the wharf at Oxford, to the great joy of the inhabitants.

The company are empowered by the Acts of Parliament to receive the following rates of tonnage.

For ſtones, timber, and other goods, wares, merchandize, and commodities whatſoever, per ton, per mile	1½d.
For coals, per ton, per mile	1d.
For lime and lime-ſtone, per ton, per mile	½d.
All ſorts of grain taken back carriage, a load of coal, &c. having been brought up the canal towards Oxford by the ſame boat, is reduced to, per ton, per mile	1d.
Lime-ſtone, back carriage ditto, per ton, per mile	¼d.

N. B. The Company have ſtill the power of receiving the tonnage of thoſe two articles allowed by the firſt Act, but reduced it in order to increaſe the trade.

There are a number of other reductions, varying in the different ſorts of merchandize, which are conveyed upon this canal, between London, Birmingham, and Coventry, and which are only temporary, and will moſt probably ceaſe upon the completion of the Grand Junction Canal.

There are likewiſe premiums to encourage the ſale of coals down the Thames.

For the guarantee of the tonnage to equal £5,000 and £10,000 per annum, upon goods, coals, &c. brought to and from the Grand Junction Canal, ſee the Grand Junction Acts.

See alſo the Warwick and Napton Acts for a compenſation tonnage for entering the Oxford Canal at Napton.

The canal is generally 28 feet wide at top, 16 feet at bottom, and about 4 feet 6 inches deep. The ſummit 6 feet deep, locks 74 feet 9 inches long, and 7 feet wide upon the ſill. At a mile from Longford (the junction with the Coventry Canal,) is an office for collecting the tonnage, and a ſtop lock to keep the water from falling with the Coventry Canal, which, although on the ſame level, in a dry ſeaſon is drawn conſiderably lower than the Oxford by the locks at Atherſtone.

				M.	I.	Ch.
The level is continued from Longford to Hillmorton - - - - - -			diſtance	26	4	3
	Riſe. Ft.	In.				
Three locks there - - - - - - - - - - - - - -	18	10¼	in ditto	0	3	7
Level to Napton - - - - - - - - - - - - - -	0	0	diſtance	16	6	0
Nine locks to Marſton Doles Wharf - - - - - - - - -	55	3	in ditto	1	7	3
Total	74	1¼	riſe.			
Summit commences at Marſton Doles Wharf and continues to Claydon,			diſtance	10	6	7
	Fall. Ft.	In.				
Claydon to Banbury, 12 locks - - - - - - - - - - -	77	4	diſtance	7	2	0
Banbury to Oxford Wharf, 17 locks, including 2 wier locks	114	5½	ditto	27	2	0
	191	9½	Total miles	91	0	0
A barge lock into the river Iſis - - - - - - - - - -	3	6				
Total	195	3½	fall.			

		Ft.	In.		Ft.	In.	
Locks 42	Riſe	74	1¼	Total lockage	269	4¾	—Total diſtance 91 miles.
	Fall	195	3½				

A ſteam engine at Hillmorton lifts the water from the Longford into the Braunſton Pound: another engine at Napton lifts from the Braunſton into the ſummit, which is likewiſe ſupplied in a dry ſeaſon by three reſervoirs. Collateral branches were made from the canal to each engine, for the convenience of taking coal to them. At Brinklow the canal is taken over a valley by an aqueduct of 12 arches, 22 feet ſpan each; and near Cosford and Clifton, over the rivers Swift and Avon, by aqueducts of 2 arches each.

Number of ſtone and brick bridges - - - - -	188
Timber, draw, and foot bridges - - - - - -	66

At Newbold a tunnel is made under the church yard and ſtreet, 125 yards long, 12 feet 6 inches wide, and 16 feet high, with a towing path through it. Upon the ſummit is a tunnel 1188 yards long, 9 feet 4 inches wide, and 15 feet 6 inches high, near Fenny Compton.

The CONTINUATION and COMPLE

WITNEY
Hayley
Ramsden
Blandford Park
Finstock
CHARLBURY
Spileshury
Lidston
Chapel House
from Lond.n
Heythrup
Hook Norton
Cogges
Wainrush River
Newgate
Wilcote
Fowler
North Leigh
South Leigh
Stonesfield
Ditchley Park
Neat Enston
Church Enston
Swarford
Wigin
Evenlode River
Comb
Long Hanborough
Stanton Harcourt
Ensham
Church Hanborough
Blenheim Park
Over Kiddington
Nether Kiddington
Glympton
Gagingwell
G.t Tew
Over Worton
Nether Worton
Sandford
Westcote Barton
Barford S.t Michael
South Newington
Tits River
Wotton
WOODSTOCK
Steeple Barton
Duns Tew
Cafsington
Bladen
Begbrooke
Whiteham
Yarnton
Hopcrofts Holt
DEDDINGTON
Steeple Afton
North Afton
Botley
Goosey
Shipton
Enslow Bri.
Enslow Wharf
Tackley
Rowsham
Hampton Gay
Woolvercot
Kidlington
Heyford
Kirtlington & Park
Heyford Warren
Somerton
Clifton
Charwell River
Aynho Wharf
OXFORD
Bletchington
Marston
Charwell River
Islip
Woodeaton
Elsfield
Blechingdon
Weston
Middleton Stony
Souldern
Fritwell
Aynho
Noke
New Inn
Oddington
Ardeley
Jarvis's House
Croughton
Beckley
Charlton
Ray River
Bucknell
Chesterton
Stanton St.t Johns
Fencott
Merton
Stone Lyne
Forest Hill
Mcorcot
Mount Pleasant
Studley Chap.
BICESTER
Caversfield
Hardwicke
Cotesford
Launton
Hethe
Ambrosden
Stratton Audley
Fringford
Blackthorn
Shelswell
PART OF BUCKS
Scale of

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MPLETION of the OXFORD CANAL.

Butlers Marston
Tysoe
KINETON
Lighthorne
Harwood Hou
Hook Norton
Epwell
Swacliffe
Chadshunt
Pr of GLOCESTER SHI
Chesterton
Swarford
Shennington
Radway
Upton
Gaydon
Shutford
Wigington
Balscot
Alkerton
Ratley
Harbury
Tadmarton
Hornton
Bishops Itchington
Upton
South ington
Milcombe
Burton Dafset
Knightcote
Broughton
Horley
Avon Dafset
Watergall
River
Warmington
Wroxton
Bloxham
Shotswell
Fenny Compton
Ladbrooke
Drayton
Barford St Johns
Farnborough
SOUTHAM
Hanwell
Mollington
BANBURY
Wormleighton
Boddicot
G.t Bourton
Claydon
Adder bury
Cropready
Priors Hardwick
Napton on the Hill
Warwick Napton Canal
Williamscot
Lower Boddington
Up. Boddington
Addesbury Bri.
Chalcombe
Priors Marston
Warkworth
Chipping Warden
Kingsutton
Wardington
Shuckburgh Superior
Shuckburgh Inferior
Middleton Cheney
Edgcott
Dunsmore
Aynho
Astrop
Thenford
Byfield
Hellidon
New bottle
Thorpe Mandeville
Marston St Lawrance
Charlcton
Calesby
Charwelton
Culworth
Eydon
Farthingo
Staverton
Woodford
Gretworth
Steane
Sulgrave
Hinton
Halse
Fawley Park
Badby
Canons Ashby
Morton Pinkeney
Preston capes
DAVENTRY
Barley Mow
BRACKLEY
Newnham
Helmedon
Werton
Preston Parva
Evenley
Radston
Adsan Chap.
Everdon Magna
Weedon Lois
Plump ton
Maidford
Dodford
Mixbury
Oxon River
Wood End
Farthingstone
Scale of Miles

e Act directs, by J. Cary, Engraver & Map-seller, Strand July 1.1798.

THE

Grand Junction Canal.

THE Canal from the Trent to the Mercy; the Staffordſhire and Worceſterſhire Navigation, from the ſaid Trent and Mercy Canal, at Haywood, in Staffordſhire, to the river Severn at Stourport, in the county of Worceſter; the Coventry and Oxford Canals, from the Trent and Merſey Navigation, on Fradley Heath, in the county of Stafford, through parts of the counties of Stafford, Warwick, Northampton, and Oxford, to the Thames and Iſis Navigation at Oxford,—being part of the original deſign of Mr. Brindly, for opening a communication by inland navigation, between the metropolis and the great eaſtern and weſtern ports: theſe, together with ſeveral collateral extenſions to and from theſe great lines, to many moſt important towns and manufactories in the inland and northern parts of this kingdom: having been rendered complete and navigable, prior to the year 1792; and thoſe communications, with other great public cauſes, evincing the magnitude and importance of the trade of this kingdom beyond any former calculation, it became apparent that conſiderable improvement, in the communication between the interior parts of the kingdom and the metropolis, particularly with the north, north-eaſtern, north-weſtern, and inland points, was eſſentially neceſſary.

In this ſtate of things, early in the year 1792, Mr. Barnes, a civil engineer, received directions from the Marquis of Buckingham, to ſurvey the country between the Oxford Canal at Braunſton, in Northamptonſhire, to the River Thames, near London, with a view to aſcertain the ſhorteſt and moſt practical line for a water communication with the metropolis, avoiding the circuitous courſe by Oxford and the Thames Navigation, the trade of the kingdom requiring a more expeditious line of conveyance.

Mr. Barnes having compleated his ſurveys, and the country being found practicable for this purpoſe; a meeting was held purſuant to public advertiſement, at Stowe, in the county of Buckingham, in the month of July, 1792, for the purpoſe of taking the ſubject into conſideration, and for opening a ſubſcription for carrying on the ſame. The importance of the ſcheme brought together an immenſe concourſe of people, of all deſcriptions, from the different trading and manufacturing parts of the kingdom, ready to aid ſo deſirable an undertaking, when W. Praed, eſq. being called to the chair, the buſineſs and objects of the meeting were opened in an appropriate ſpeech by the Marquis of Buckingham, and upon the report of the engineer, the meeting unanimouſly reſolved to apply to Parliament for carrying the plan into effect, and a ſubſcription was immediately opened, and the ſum then propoſed readily ſubſcribed.

A committee, for conducting the buſineſs, was formed at the ſaid meeting, and afterwards the requiſite notices and proceedings were had, preparatory to the application to Parliament, for making the propoſed navigation; and accordingly an Act of Parliament was applied for and obtained, in the year 1793, and bears the title of "*An Act for making and maintaining a navigable canal "from the Oxford Canal Navigation at Braunſton, in the county of Northampton, to join the river Thames "at and near Brentford, in the county of Middleſex, and alſo certain collateral cuts from the ſaid "intended navigation.*

After reciting the advantages of opening a communication for the cheap and eaſy conveyance of goods, wares, proviſions, and merchandize, and all heavy commodities, between the Iriſh and Britiſh Channels, and the ports of Hull and London, and the ſeveral intermediate populous and manufacturing towns and places, through and by means of ſeveral canals, already made in this kingdom, whereby the intercourſe of trade and commerce, between the ſeveral places aforeſaid, would be greatly promoted and facilitated; manufactories encouraged and increaſed; and that the agriculture of the country, throughout the line and neighbourhood of the ſaid canal, and its collateral cuts, would be materially aſſiſted, by being ſupplied with lime and other manure, at a moderate expence; and that the ſame would tend very much to reduce the price of coals, throughout the whole line and neighbourhood of the ſaid canal and cuts, and would be, in other reſpects, of great public utility: the Act incorporates certain perſons, by the name of "The Company of Proprietors of the Grand Junction Canal," with the uſual powers, proviſoes, &c. to make and compl'ete a canal to be called "*The Grand Junction Canal*," and to be navigable and paſſable for boats and barges, and other veſſels, from and out of the Oxford Canal, in the pariſh of Braunſton aforeſaid, into and through the ſeveral pariſhes, townſhips, hamlets, or places of Drayton, Daventry, Welton, Thrupp, Long Buckby, Whilton, Norton, Brockhall, Dodford, Weedon Beck, Stowe, Lower Heyford, Bugbrook, Gayton, Bliſſworth, Stoke Bruern, Road, Grafton Regis, Yardley Gobyon, Furtho, and Coſgrove,

in the county of Northampton; Woolverton, Bradwell, Stantonbury, Great Linford, Newport Pagnell, Willen, Little Woolſton, Great Woolſton, Woughton, Simpſon, Fenny Stratford, Water Eaton, Stoke Hammond, Soulbury, Linſlade, Grove, Slapton, Horton, Ivinghoe, Pightleſthorn, Cheddington, and Marſworth, in the county of Buckingham; Leighton Buzzard, in the county of Bedford; Tring, Aldbury, North Church, Great Berkhampſtead, Bovingdon, Hemel Hempſtead, Abbots Langley, King's Langley, Watford, and Rickmanſworth, in the county of Hertford; the pariſh of Denham, in the county of Buckingham; and the ſeveral pariſhes, townſhips, hamlets, or places of Harefield, Uxbridge, Cowley, Hillingdon, Drayton, Harlington, Hayes, Southall, Heſton, Norwood, Hanwell, Iſleworth, and Ealing, in the county of Middleſex, to unite with the river Thames at the place where the eaſtern branch of the river Brent is received by the river Thames; and alſo to make a collateral cut for the navigation of boats, barges, and other veſſels, to branch from and out of the ſaid intended canal, in the ſaid pariſh of Daventry, to the north-eaſt end of the town of Daventry aforeſaid; and alſo another collateral cut, for the like purpoſe, to branch from and out of the ſaid canal, in the pariſh of Gayton aforeſaid, into, or through the ſeveral pariſhes, townſhips, hamlets, or places of Gayton, Rothers, Thorpe, Wootton, Hardingſtone, Duſton, and Northampton, in the ſaid county of Nothampton, to join the preſent navigation of the river Nen there; and alſo another collateral cut, for the like purpoſe, to branch from and out of the ſaid canal, in the pariſh of Coſgrove aforeſaid, through the ſaid pariſh of Coſgrove to the turnpike-road, leading to London, at Old Stratford, in the ſaid county of Northampton; and alſo another collateral cut, for the like purpoſe, from and out of the ſaid canal, in the pariſh of Rickmanſworth, aforeſaid, to the town of Watford, aforeſaid.

The proprietors are allowed to raiſe among themſelves any ſum not exceeding 500,000*l.* to be divided into ſhares of 100*l.* each, to be numbered in numerical progreſſion, and to be deemed perſonal eſtate; and if that ſum ſhould be found inſufficient, to complete the works thereby authoriſed to be executed, the ſaid company were empowered, by the ſaid Act, to advance 100,000*l.* more among themſelves, or by admiſſion of new ſubſcribers, in manner aforeſaid, or by mortgage of the tolls of the ſaid canal, for ſuch additional ſum, or ſuch part thereof as they ſhould think fit, in manner and form as therein mentioned.

Each proprietor is intitled to have a vote, for every ſhare, in every general aſſembly, to be held under the authority of the ſaid Act, which may be given by him, her, or them, or by his, her, or their proxy, or proxies, conſtituted as therein mentioned, and all queſtions were to be determined by a majority of votes and proxies preſent at any ſuch aſſembly, computing one vote for every ſhare provided that no perſon or perſons ſhould give more than ten votes, in reſpect of

his, her, or their ſhares, and that no perſon ſhould give or deliver more proxies than for five abſent proprietors. The general meetings are appointed by ſaid Act, to be held on the firſt Tueſday in May and November, yearly, at eleven in the forenoon, at ſuch places as the proprietors, at their preceeding general aſſemblies, ſhould from time to time direct, of which fourteen days notice, at leaſt, ſhould be given by public advertiſements, in certain newſpapers, therein mentioned, or any three other London newſpapers, and in ſuch other manner as the proprietors, at their reſpective general aſſemblies, ſhould direct; at which general meetings the proprietors were to elect out of ſuch of them as ſhould be poſſeſſed of five or more ſhares, in their own right, one general committee, and ſuch other committee, or committees as they ſhould judge expedient to manage the affairs of the ſaid company; the ſaid general committee to conſiſt of thirty-one proprietors, and every ſuch other committee to conſiſt of nine proprietors, and the ſaid proprietors were authoriſed, at ſuch meetings, to make bye laws, as in the Act mentioned, and to do and execute all other acts uſually veſted in bodies of the like kind.

The general aſſemblies, for electing committees, or removing any member thereof, or any officers of the company, to conſiſt of one thouſand ſhares. Power of calling ſpecial general meetings are preſcribed by ſaid Act.

The mode of transferring ſhares, is preſcribed to be by deed of bargain and ſale, or transfer, under hand and ſeal, as by form in the Act, which is to be examined both by the ſeller and purchaſer, and to be kept by the purchaſer; after the ſame ſhould be entered and proper memorial made in the transfer book, directed to be kept by the clerk of the company for the time being, for that purpoſe.

The names and proper additions of the reſpective proprietors, with their number of ſhares, and the proper number of each ſhare, are directed to be entered in a book, to be kept by the company; and tickets for every ſhare, are to be made out under the common ſeal, which are declared evidence of the title of the ſhares of each perſon, his, or her executors, adminiſtrators, and aſſigns, to the ſhare therein ſpecified, but the want of ſuch ticket ſhould not hinder or prevent the owner of any of the ſaid ſhares from ſelling or diſpoſing thereof.

The proprietors were, by the ſaid Act, allowed to demand take, and recover for tonage and wharfage of all minerals, merchandize, and other goods, the rates following, viz.

For all lime and limeſtone the ſum of, per ton per mile, - - - - - - - - $\frac{1}{4}$d.

For all cattle, ſheep, ſwine, and other beaſts, and all flint and other ſtones, and all bricks, tiles, ſlate, ſand, and fuller's earth, and all ironſtone, pig iron and pig lead, and all kinds of manure (except lime), the ſum of, per ton, per mile,	½d.
For all coal and coke, the ſum of, per ton per mile, - - - - - - - - - -	¾d.
For all other goods, wares, merchandize, and things whatſoever, the ſum of per ton per mile, -	1d.

And, in all caſes where there ſhall be a fraction of a mile in the diſtance which any boat, or other veſſel, ſhall be navigated, or paſs upon the ſaid intended canal and collateral cuts, or any of them, ſuch fraction ſhall, in aſcertaining the ſaid rates, be deemed and conſidered as a whole mile; and that, in all caſes where there ſhall be a fraction of a ton in the weight of lading in any boat, or other veſſel ſo to be navigated on the ſaid intended canal or collateral cuts, or any of them, a proportion of the ſaid rates ſhall be demanded and taken, by the ſaid Company of Proprietors, for ſuch fraction, according to the number of quarters of a ton contained therein.

The uſual powers are granted for the recovery of the ſaid rates, and at any general or ſpecial aſſembly, to lower all or any of ſaid rates, and again to raiſe the ſame to ſuch ſums as the Company ſhould think proper, not exceeding the ſums before mentioned, as often as it ſhould be deemed neceſſary for the intereſts of ſaid navigation.

It is nevertheleſs, by ſaid Act, enacted, that none of ſaid rates ſhall be payable, for any officers or ſoldiers upon their march, or any horſes, arms or baggage, of ſuch officers or ſoldiers, or for any timber purchaſed or provided for his Majeſty's navy, or any ſtores or other things belonging to his Majeſty's naval or military ſervice; the perſon or perſons having the care or conduct of ſuch timber, ſtores, and other things belonging to his Majeſty's ſervice, producing a certificate from the Navy Board, or the Board of Ordnance, that ſuch timber, ſtores, or other things, are for his Majeſty's naval or military ſervice; and that none of ſaid rates ſhall be payable for any gravel, ſand, or other materials to be employed for the purpoſe only of making or repairing of any public roads, provided the ſame do not paſs any lock, to be made by virtue of ſaid Act, but when the water ſhall flow over the waſte weir of ſuch lock: and that the perſon or perſons who ſhall own, or be concerned, or employed in carrying ſuch gravel, or ſand, or other materials, ſhall have free liberty to make uſe of the towing paths, wharfs or quays belonging to the Company, ſuch perſon or perſons not ſuffering the goods to lie upon ſuch wharfs or quays longer than neceſſary for the loading, unloading, and conveying thereof from and to the ſeveral places where they are to be

put on board and unloaded; provided alſo, that if any perſon ſhall claim and take the benefit of any ſuch exemption, not being entitled thereto, or ſhall uſe or diſpoſe of any of the articles, for which any ſuch exemption ſhall have been allowed, in any other manner than as before mentioned, he ſhall for every ſuch offence forfeit any ſum, not exceeding five pounds.

The ſaid Act provides a further allowance of rates for all articles lying or remaining on the wharfs or quays, of the company, above twenty-four hours, as in ſaid Act mentioned.

The Company are alſo by ſaid Act authoriſed to leaſe and demiſe the tolls of the ſaid canal, or ſuch part or parts thereof as they ſhould from time to time think fit; for ſuch term, and ſubject to ſuch rules and regulations as in the ſaid Act preſcribed.

Maſters of boats are by ſaid Act required to give accounts of their lading, as therein provided, under certain penalties, thereby enacted, for default or for giving falſe accounts.

Forty cubic feet of oak, aſh, or elm timber, and fifty cubic feet of fir or deal plank, poplar, beech, or birch are, by ſaid Act, rated as one ton weight, and 120*lb.* averdupois is taken as one hundred weight, with reſpect to coal or coke; and 112*lb* weight with reſpect to other articles, any uſage to the contrary notwithſtanding: and in caſe of diſpute, reſpecting weights or meaſures of any articles, the collectors are, in the uſual way, empowered to weigh, meaſure, or guage the veſſels and the goods therein contained.

Power is, by the ſaid Act, given to the Company at any general meeting, with conſent of commiſſioners appointed by ſaid Act, to fix the price of carriage of any parcel on ſaid canal or cuts, not exceeding 5*cwt.* the ſame to be printed and affixed on every public wharf on ſaid canal, in ſome conſpicuous place.

The navigation is by ſaid Act declared free, for all perſons, provided the boats and other veſſels ſhall not, without the conſent of the general committee, uſe ſaid navigation at any other times than between the hours of ſeven in the morning and five in the evening, during the months of *November*, *December*, *January* and *February;* between the hours of five in the morning and ſeven in the evening during the months of *March*, *April*, *September*, and *October;* and between the hours of four in the morning, and nine in the evening, during the months of *May*, *June*, *July*, and *Auguſt*, in every year; and provided that no boat or other veſſel of leſs dimenſions than ſixty feet in length, and twelve feet in breadth, or of leſs burthen than thirty tons, ſhall

paſs through any of the locks, to be made by virtue of ſaid Act, (unleſs the water ſhall then run over the waſte weirs above ſaid locks) without the conſent of ſaid Company or their general or other committee, in writing, firſt had and obtained.

The ſaid Act allows lords of manors and land owners to erect wharfs, warehouſes, &c. in their own lands, adjoining to the ſaid canal; but if not done within a limited time, after notice by the Company, the ſaid Company are authoriſed to erect and build ſuch wharfs, warehouſes, &c. under and ſubject to certain reſtrictions in ſaid Act.

And ſaid Act further provides, that no rate ſhall be taken by any ſuch lord, lady, or land owner, as or for wharfage for any minerals, timber, or other goods, which ſhall be loaded into or diſcharged from any boat or other veſſel, unleſs the ſame ſhall lie upon ſuch wharfs or quays more than ſix hours, and that no more than one penny per ton ſhall be taken for wharfage of coal, lime-ſtone, ironſtone, brick, tile, ſlate, flint, or other ſtone, or ſand, nor more than two-pence per ton, for any other goods, where the ſame ſhall reſpectively remain upon ſuch wharfs or quays more than ſix hours as aforeſaid, but ſhall not continue thereon longer than ſix days, except coal, iron, and limeſtone, which may remain thereupon for ſix months, upon payment of ſaid one penny per ton, and after ſuch time one halfpenny per ton per day ſhall be paid for ſuch wharfage; but no money ſhall be taken for the uſe of the ſaid roads, for the conveyance of any minerals, timber, or other goods, to and from ſaid navigation.

The Act provides that every boat or other veſſel paſſing through any lock or locks, on ſaid navigation, with a leſs lading than thirty tons at any time or times when there ſhall he water ſufficient to enable boats or other veſſels to paſs ſuch lock or locks with a lading or burthen of thirty tons, ſhall pay to the Company, a tonage rate for thirty tons of lading as if ſuch boat or other veſſel had actually on board thirty tons, but if at any time there ſhall not be ſufficient water in ſuch lock or locks to enable ſuch boats or other veſſels to paſs through ſame with thirty tons lading, then, and in every ſuch caſe, it ſhall be lawful for all boats, barges, and other veſſels to paſs any ſuch lock or locks with any leſs weight of lading than thirty tons; and the owner or other perſon having the care or command of ſuch boat, barge, or other veſſel, ſhall not be compelled to pay a lock due for any greater weight of lading than ſhall at ſuch time be actually on board the ſame veſſel, provided that ſuch lading ſhall not be leſs than the water will enable ſuch boat, barge, or other veſſel to carry.

Provided alſo, that in all caſes where there ſhall be occaſion for boats or other veſſels, of not greater width than half the width of the locks to be made by virtue of ſaid Act, and having on board not more than thirty tons of lading, to paſs any ſuch lock, the ſame ſhall be ſubject to the payment of the like rates as if ſuch boats or other veſſels had on board thirty tons of lading, unleſs two of ſuch boats or other veſſels ſhall paſs ſuch lock together, in which caſe they ſhall pay for fifteen tons each.

And ſaid Act enacts, that it ſhall be lawful for any perſon or perſons owning or occupying any lands or grounds through which ſaid canal and collateral cuts, or any of them, or any works thereunto belonging, ſhall paſs, to have and uſe any boats and other veſſels for the carriage or conveyance of any dung, marle, ſoil, or compoſt, (lime and limeſtone excepted) upon ſaid canal and collateral cuts, or any of them, to and from his, her, and their lands or grounds, through which the ſaid canal and collateral cuts, or any of them, ſhall ſo paſs, for the improvement thereof, without paying any rate for ſame, and for that purpoſe ſhall have liberty to make uſe of the towing paths, wharfs, and quays belonging to the ſaid navigation, ſo as that the public buſineſs of ſuch wharfs, and quays be not thereby impeded or obſtructed, and ſo as that ſuch perſon or perſons do not ſuffer ſuch dung, marle, ſoil, or compoſt to lie upon ſuch wharfs and quays longer than may be neceſſary for loading, unloading, and carrying the ſame to and from ſuch his, her, or their lands or grounds, and do and ſhall make good any damages that may be done to the ſides or banks of ſaid canal or collateral cuts, or any part or parts thereof, by the loading, unloading, or diſcharging any ſuch boats or other veſſels, which damages (in caſe of any difference reſpecting the ſame) ſhall be ſettled and aſcertained by the commiſſioners, but no ſuch boats or other veſſels laſt-mentioned ſhall at any time paſs through any lock without paying the tonage rates to which other boats or veſſels paſſing through the ſame would be liable by the rules and proviſions herein-before contained and ſet forth.

And the ſaid Act enacts, that it ſhall be lawful for the owners and occupiers of any lands adjoining to the ſaid canal and collateral cuts, or any of them, to uſe any pleaſure boat or boats upon the ſaid intended canal or collateral cuts, or any of them, (not paſſing through any locks unleſs there ſhall be water running over the waſte weirs of ſuch locks, or unleſs they ſhall firſt pay tonage equal to a boat or veſſel carrying fifteen tons, or obtain the conſent of the ſaid Company of Proprietors) without any interruption from the ſaid Company of Proprietors, and without paying any rate for the ſame, ſo as the ſame be not made uſe of for carrying any goods or other things, and ſo as the ſame ſhall not obſtruct or prejudice the navigation of the ſaid intended canal or collateral cuts, or the towing paths on the ſide thereof.

And ſaid Act enacts, That if ſaid Company ſhould think neceſſary that minerals, or goods, ſhould be conveyed by rollers, inclined planes, rail-ways, waggon-ways, or cranes, or in any other manner than by and upon water, it ſhould be lawful for them to cauſe any ſuch rollers, or other works to be made for ſuch purpoſes, at ſuch place or places in, upon, or near to the ſaid canal and colateral cuts, as they ſhould think proper, and ſame, when ſo made, ſhould be taken as parts of ſaid canal or cuts as if ſame had been made navigable.

And it is by ſaid Act enacted, If the perſons entitled to the greater number of the ſhares in ſaid navigation ſhould, at any general aſſembly of ſaid company, think it proper to make any application to Parliament as aforeſaid, it ſhall be lawful for them to order and cauſe the common ſeal of the company to be affixed to any petition for that purpoſe, and for ſuch application to be proceeded in and proſecuted, and any money ariſing by virtue of ſaid Act may be applied in defraying the expences incurred by, or in, any ſuch application; that the ſame ſhould be deemed to be the act of the whole of ſaid company as fully and effectually as if every one of ſaid proprietors had been capable of acting for himſelf, and had attended ſuch general aſſembly and concurred therein; and it ſhould be lawful for the guardians, truſtees, or committees of the proprietors of any ſuch ſhares, being minors, lunatics, or under any other diſability or incapacity of acting for themſelves, and the executors or adminiſtrators of any deceaſed proprietors of ſuch ſhares, to apply any of the money which ſhould come to their hands, as guardians, truſtees, committees, executors, or adminiſtrators as aforeſaid, towards defraying the proportionable ſhares of the expences incurred by any ſuch application, which ſhould be payable by the perſons on whoſe behalf they act, or to raiſe money, for that purpoſe, by mortgage, of any ſuch ſhares; which mortgages they are hereby authoriſed to make by writing, under their hands and ſeals, and the ſame ſhall be valid and effectual.

Said Act recites, Tthat it was apprehended the making ſaid canal would be injurious to the Company of Proprietors of the *Oxford* Canal Navigation; wherefore it was agreed that the compenſations hereinafter mentioned ſhould be made to them as an indemnification againſt ſuch injury: It was therefore enacted, that, inſtead of the tolls, rates, and duties, which would have been payable to ſaid *Oxford* Canal Company, by certain Acts of the 9th, 15th, and 26th years of the reign of his preſent Majeſty (for making and maintaining ſaid *Oxford* Canal) or any of them, for or in reſpect of the coals, goods, and other things, hereinafter mentioned, and made chargable with certain rates to ſaid company in caſe no alteration had by this Act been made, it ſhould be lawful for ſaid company to demand, take, and receive, the rates after mentioned, that is to ſay:

For all coals which ſhould paſs from the ſaid *Oxford* Canal into or upon ſaid intended canal, (and ſo in proportion for a leſs quantity than a ton) without any regard to the diſtance the ſame ſhall paſs upon the ſaid *Oxford* Canal, per ton - - - - -	2s. 9d.

For all other goods, wares, merchandize, and things which ſhould paſs from any navigable canal into or upon ſaid *Oxford* Canal, and from thence into or upon ſaid intended canal, or from ſaid intended canal into or upon ſaid *Oxford* Canal, and from thence into or upon any other navigable canal (except lime and lime-ſtone, and alſo except all ſuch articles as were exempt from the payment of any rates, or duties, to the Company of Proprietors of ſaid *Oxford* Canal) and ſo in proportion, without any regard to the diſtance the ſame ſhould paſs upon the ſaid *Oxford* Canal, per ton - - - - - - - - - -	4s. 4d.

And that the ſeveral powers and proviſoes of ſaid Acts, of the 9th, 15th, and 26th years of the reign of his preſent Majeſty, ſhould extend to the rates hereby made payable to ſaid company for the aſcertaining, collecting, recovering, varying, mortgaging, or charging and applying the ſame, in like manner as if ſaid rates were part of the tolls, rates, and duties, granted to ſaid company by ſaid Acts, or any of them.

And it was further enacted, Tthat in caſe it ſhould happen in any year after ſaid intended canal ſhall be completed from ſaid *Oxford* Canal to *Old Stratford*, in the county of *Northampton*, and before the ſame ſhould be completed to the river *Thames*, that the rates therein before authorized to be collected by ſaid *Oxford* Canal Company, and other rates ariſing to them in reſpect of goods, wares, merchandize, and things, paſſing from any part of the *Oxford* Canal into and upon ſaid intended canal, or from ſaid intended canal into and upon any part of ſaid *Oxford* Canal, ſhould not amount to five thouſand pounds, then, and in every ſuch caſe, the Company of Proprietors of ſaid intended canal ſhould pay to the Company of Proprietors of ſaid *Oxford* Canal ſuch ſum as, with the amount of ſaid rates within that year, would make up five thouſand pounds, and ſo as often as the caſe ſhould happen; and if it ſhould happen in any year after ſaid intended canal ſhould be completed from the *Oxford* Canal to the river *Thames*, or after the firſt day of *January*, one thouſand eight hundred and four (which ſhould firſt happen) that the rates herein before authoriſed to be collected by ſaid *Oxford* Canal Company and ſaid other rates laſt mentioned, ſhould not amount to ten thouſand pounds, then, and in every ſuch caſe, the Company of Proprietors of ſaid intended canal ſhould pay to ſaid *Oxford* Canal Company, ſuch ſum as, with the amount of ſaid rates within that year, would make up ten thouſand pounds, and ſo as often as the caſe ſhould happen; which reſpective payments ſhould from time to time, be made by the Company of Proprietors of ſaid intended canal to the *Oxford* Canal Company, within three months next after the expiration of the year in which ſaid rates ſhould not amount to five thouſand pounds, or ten thouſand pounds as aforeſaid, as the caſe ſhould be.

And ſaid *Oxford* Canal Company are to keep an account of the rates and payments, the ſame to be inſpected by perſons appointed by the Grand Junction Canal Company; and they are to

keep their canal in good condition and repair from its commencement to the junction with the Grand Juction Canal.

Said Act recites, That whereas, by an Act, paſſed in the ſeventeenth year of the reign of his preſent Majeſty, intituled, " An Act for enabling the mayor, aldermen, and commons, of the " city of *London*, to purchaſe the preſent tolls and duties payable for navigating upon the ri- " ver *Thames*, weſtward of London bridge, within the liberties of the city of *London*, and for lay- " ing a ſmall toll in lieu thereof, for the purpoſe of more effectually completing the ſaid navi- " gation, and for other purpoſes," the mayor, aldermen, and commons, of the ſaid city, in common council aſſembled, were authorized and impowered to take and receive, for all barges and other veſſels whatſoever, navigated upon ſaid river *Thames*, or any part thereof weſtward of *London* bridge to *Strand on the Green*, or *Brentford*, a toll or duty of one halfpenny per ton, to be paid or applied in ſuch manner, and for ſuch uſes, intents, and purpoſes as in ſaid Act particularly mentioned: And that the tolls and duties created and made payable by ſaid Act, and the ſums borrowed on the credit thereof, have not been ſufficient for the purpoſes of ſaid Act: And that the making of ſaid intended canal would diminiſh the tolls and duties created and made payable by the ſaid Act, and ſaid company were willing, and had agreed, that ſuch compenſation, as thereinafter mentioned, ſhould be made for, or on account of ſuch diminution: It was enacted, that from and after the open- ing a communication between ſaid canal and the river *Thames*, it ſhould be lawful for ſaid com- pany, and they were thereby authorized and empowered to take and receive,

For all goods, wares, merchandize, and things whatſoever, which ſhould paſs from ſaid intended canal into or upon ſaid river *Thames*, and from ſaid river into or upon ſaid canal, a toll or duty, per ton - - - - - - - - - - - - - - - - - -	o½d.

And ſo in proportion for any leſs quantity than a ton; but without any regard to the diſtance the ſame ſhould paſs upon ſaid river.

And it was further enacted, That ſaid company ſhould pay to the mayor and commonalty, and citizens of ſaid city, their ſucceſſors, collectors, or aſſigns, by quarterly payments, to and for the improvement of the navigation of the river *Thames*, and the other purpoſes mentioned in ſaid recited Act over and above all other tolls and duties thereby created, and made payable, the ſaid rate or duty of one halfpenny per ton, therein before charged and made payable, upon all goods, wares, merchandize, and things whatſover, which ſhould paſs from ſaid canal into or upon ſaid river, and from ſaid river into or upon ſaid canal, and ſo in proportion for any leſs quantity, but without regard to diſtance the ſame ſhould paſs upon the ſaid river.

And it was further enacted, That if the produce of ſaid toll or duty of one half-penny per ton, granted by ſaid recited Act, together with ſaid additional toll or duty of one half-penny per ton, created and made payable by this Act as aforeſaid, ſhall not amount to two hundred pounds, from the time of paſſing this Act unto Midſummer, one thouſand ſeven hundred and ninety-five; and to five hundred pounds for the year ending at Midſummer, one thouſand ſeven hundred and ninety-ſix; and to ſix hundred pounds for the year ending at Midſummer, one thouſand ſeven hundred and ninety-ſeven; and to ſeven hundred pounds for the year ending at Midſummer, one thouſand ſeven hundred and nintey-eight; and to eight hundred pounds for the year ending at Midſummer one thouſand ſeven hundred and ninety-nine; and to nine hundred pounds for the year ending at Midſummer one thouſand eight hundred; and of one thouſand pounds for the year ending at Midſummer, one thouſand eight hundred and one; and every ſubſequent year; then, and in either of the ſaid caſes, the ſaid company of proprietors ſhould be required, yearly, and every year, within thirty days after Midſummer, to pay the ſaid mayor, aldermen, and commons, in common council aſſembled, or ſuch perſon or perſons as they ſhall, from time to time, appoint to receive the ſame, ſuch ſum and ſums of money as, with the produce of the ſaid tolls or duties within each year, ſhall make up the ſaid ſeveral and reſpective ſums herein before mentioned, to be applied to and for the purpoſes of ſaid recited Act of Parliament, and in like manner if the produce of ſaid two ſeveral tolls and duties ſhall within the ſeveral periods aforeſaid, ending at Midſummer one thouſand eight hundred and one, exceed the ſeveral ſums herein before mentioned, ſaid mayor, aldermen, and commons, in common council aſſembled, ſhall pay to ſaid company of proprietors the amount of ſuch ſurplus or exceſs, to be applied to and for the purpoſe of this Act; but that from and after Midſummer, one thouſand eight hundred and one, all ſurplus or exceſs (if any ſuch ſhall ariſe over and above the ſaid annual ſum of one thouſand pounds), ſhall in like manner, and from time to time, be accounted for by ſaid company of proprietors, and by them paid over, by like quarterly payments, unto the ſaid mayor, aldermen, and commons, in common council aſſembled, or ſuch perſon or perſons as they ſhall from time to time appoint to receive the ſame; and the money ſo from time to time to be paid, ſhall be applied to, and for the uſes, intents, and purpoſes of the ſaid recited Acts of Parliament.

And the ſaid Act recites, That no coal, or culm, or cinders burnt from coal or culm, which ſhall paſs along the ſaid intended canal and collateral cuts, or any part thereof, ſhall be conveyed nearer to the city of *London* than the mouth of the intended tunnel at *Langley Bury*, in the county of *Hertford*, by any barge, boat, or other veſſel, on pain of forfeiture of every ſuch barge, boat, or veſſel, and of all ſuch coal, culm, or cinders, as ſhall be on board the ſame, and alſo on the pain of forfeiting the ſum of fifty pounds by the owner or owners of every ſuch barge, boat, or veſſel; ſuch reſpective forfeitures to be recovered by any perſon who will ſue for the ſame, by

action of debt or trover, as the case shall require, in any of his Majesty's courts of record at *Westminster*.

By an Act passed 34th of George III. intituled "An Act for making certain navigable cuts from the towns of *Buckingham*, *Aylesbury*, and *Wendover*, in the county of *Buckingham*, to communicate with the Grand Junction Navigation, authorised to be made by an Act of the last Session of Parliament, and for amending the said Act." After reciting the Act of 33d Geo. III. and that by levels and surveys lately taken, it appeared that the navigable cuts thereinafter described, might be made to join and communicate with said Grand Junction Navigation, which would be of great benefit and advantage to all persons residing or having estates near said cuts, and of public utility, the said company were empowered to make, complete, and maintain a navigable cut from the town of *Buckingham*, through the parish of *Buckingham*, the hamlet of *Bourton*, the parishes of *Maids Morton*, *Foscote*, *Thornborough*, *Leckhampstead*, *Thornton*, *Beachampton*, and *Calverton*, in the county of *Buckingham*, and the parishes of *Wicken*, *Passenham*, the hamlet of *Denshanger* in the parish of *Passenham*, and *Old Stratford*, in the county of *Northampton*, to join the collateral cut, authorised to be made by said Act, from the Grand Junction Canal to *Old Stratford* aforesaid; and also a navigable cut from the town of *Aylesbury*, in the said county of *Buckingham*, through the townships of *Aylesbury*, in the hamlet of *Walton*, in the parish of *Aylesbury*, the hamlet of *Broughton*, in the parish of *Bierton*, the parishes of *Aston-Clinton*, *Buckland*, and *Drayton Beauchamp*, in the county of *Buckingham*, and the parish of *Puttenham*, and the hamlet of *Wilston*, in the parish of *Tring*, in the county of *Hertford*, to join the Grand Junction Canal in the parish of *Marsworth*, in the county of *Buckingham;* and also to make navigable the cut or feeder making, or intended to be made, from the town of *Wendover*, in the county of *Buckingham*, to the summit level of the said Grand Junction Canal at *Bulbourne*, in said parish of *Tring*, and also to make, erect, execute, do, and perform all such works, matters, and things as should be requisite and convenient for making, completing and maintaining the several cuts, and the navigation thereof, and for supplying the same with water, according to the true intent and meaning of said Act; and said recited Act, and the several powers, authorities, provisions, rates of tonnage and wharfage, and other matters and things therein contained, so far as the nature and circumstances of the case would admit, (subject to the several alterations and amendments thereinafter made to said Act) should be used and exercised by said company, their deputies, agents, officers, workmen and servants, and should be applied, enforced, and put into execution for making, completing, preserving, and maintaining said several cuts, and supplying the same, from time to time, with water, and also for making, erecting, doing, and performing all such other works, matters, and things, as they should think necessary or expedient for the benefit of the navigation of the said several cuts, and also for making any other navigable cuts, and any railways or roads to or from the cuts hereinbefore de-

ſcribed, and for defraying the expences thereof; and ſhould alſo be uſed and exerciſed by the owners and proprietors of lands lying near or adjoining to ſaid cuts, or any of them, in ſuch and the like manner, and as fully and effectually, to all intents and purpoſes, as if the ſeveral powers, authorities, proviſions, rates of tonnage and wharfage, and other matters and things contained in ſaid Act, were repeated and re-enacted in the body of this Act, and as if the cuts, and other works by ſaid Act authoriſed to be made, completed, and maintained, had been deſcribed in ſaid recited Act, as part of the works to be made and done by virtue thereof; and the like exemptions from the payment of ſaid rates of tonnage and wharfage as are allowed by ſaid recited Act, for or in reſpect of any articles which ſhould be navigated, carried, or conveyed upon the Grand Junction Canal and collateral cuts thereby authoriſed to be made, ſhould be allowed for, or in reſpect of the like kind of articles which ſhould be navigated, carried, or conveyed, upon ſaid cuts herein before deſcribed.

And ſaid Act empowers any proprietor of ſaid Grand Junction Canal to give and deliver proxies for the purpoſe of voting at any general aſſembly of ſaid company for any number of abſent proprietors, not exceeding ten.

And it is by ſaid Act enacted, That the general aſſembly of the company, by ſaid Act directed to be holden upon the firſt Tueſday in *May* in every year, ſhould, for the future, inſtead of that day, be held upon the firſt Tueſday in *June* in every year, and that every committee of ſaid company to be appointed by virtue of ſaid recited Act, for managing the affairs of ſaid company, ſhould be appointed at a general aſſembly of ſaid company to be held as aforeſaid, upon the firſt Tueſday in *June* in every year, and at no other time; and every ſuch committee ſhould continue for one year from their appointment: provided nevertheleſs, that ſaid company, at their other general aſſemblies, ſhould appoint any of the proprietors, qualified to ſerve upon committees, to fill up any vacancy that might have happened in any ſuch committee by death or otherwiſe, and every perſon ſo appointed ſhould have the ſame power to act as a committee man as if he had been originally appointed of the committee.

That all the powers and authorities by ſaid recited Act, veſted in or directed to be exerciſed by any committee of ſaid company (other than and except to general committees) might be done and exerciſed by the major part of ſuch committee at their reſpective meetings, the whole number preſent at any ſuch meeting, not being leſs than three, and the ſame ſhould be as valid and effectually as if done and exerciſed by the whole committee.

And, for the prevention of fraud in the transfering of ſhares in ſaid Grand Junction Canal and for better regulating the ſame, it was enacted, That from and after the firſt day of *June*, one thou-

ſand ſeven hundred and ninety-four, no ſale or transfer of any ſhare in ſaid navigation ſhould be valid and effectual, unleſs the deed of transfer or conveyance thereof ſhould be prepared by the clerk or clerks of ſaid company, and executed by the party or parties transferring, and the party or parties accepting in the preſence of ſuch clerk or clerks, or his or their deputy or deputies, conſtituted and appointed by writing under his or their hands; and in caſe the perſon or perſons making any ſuch ſale or transfer, or the perſon or perſons to whom the ſame ſhould be made, could not attend to execute the deed of transfer or conveyance, then the ſame ſhould in like manner be executed by the attorney of ſuch perſon or perſons lawfully conſtituted; and every ſuch transfer or conveyance, when executed, ſhould be duly filed, and a copy of ſuch transfer or conveyance, with a certificate of ſuch filing and regiſtering, ſigned by ſaid clerk or clerks, or his or their deputy or deputies as aforeſaid, ſhould be delivered to the party to whom any ſuch ſhare ſhould be ſold and transferred; and ſaid clerk or clerks ſhould not be entitled to receive any more, for his or their trouble in preparing and attending the execution of every ſuch transfer or conveyance, and the making the copy thereof, and the certificate of ſuch filing and regiſtering as aforeſaid, than ten ſhillings; and every ſuch letter of attorney ſhould in like manner be prepared by ſaid clerk or clerks to ſaid company, and ſhould be executed in the preſence of two credible witneſſes, ſpecifying their reſpective places of abode and profeſſions, or other additions, and the ſame ſhould be delivered to, and filed by the clerk or clerks of ſaid company, or his or their deputy or deputies as aforeſaid, at the time of the execution of ſuch transfer or conveyance, for the preparing of which ſaid letter of attorney, and for the filing thereof no greater or other fee, than two ſhillings and ſixpence ſhould be taken; and that every ſuch deed of transfer or conveyance as aforeſaid ſhould be executed at the principal office of ſaid company.

By another Act paſſed 35th George III. intituled, "An Act for making a navigable cut from the Grand Junction Canal, in the precinct of *Norwood*, in the county of *Middleſex*, to *Paddington*, in ſaid county," After reciting ſaid Act of 33d George III. and that by levels and ſurveys lately taken, it appeared that a navigable cut might be made from ſaid Grand Junction Canal, in the precinct of *Norwood*, in county of *Middleſex*, to *Paddington*, in the ſaid county; and which ſaid cut would open a certain and cheap conveyance, as well for paſſengers as for ſupplying proviſions to the populous pariſhes of *Paddington*, *St. Mary-le-bone*, and the weſtern and north-weſtern parts of the metropolis, from the ſeveral counties of *Middleſex*, *Bucks*, *Hertford*, *Northampton* and *Leiceſter*; and alſo a direct communication for the carriage of all manufactured articles from the ſeveral manufacturing towns in the north, north-eaſt, and north-weſt parts of the kingdom; and would ſupply, at a reduced expence, lime and other manure to the lands upon the line of the ſaid intended cut, and be of public utility

The ſaid company were authoriſed to make, complete, and maintain a navigable cut from ſaid Grand Junction Canal, in the precinct of *Norwood* aforeſaid, through the ſeveral pariſhes, townſhips, hamlets, diviſions, precincts, or places following, (that is to ſay) *Norwood* in the pariſh of *Hayes*, *Yeading*, in ſaid pariſh; *Northolt*, *Greenford*, *Perrivale*, *Apperton* in the pariſh of *Harrow*, *Twyford*, *Willeſden*, *Acton*, *Hammerſmith* in the pariſh of *Fulham*, *Kenſington* and *St. Luke's*, *Chelſea*, in ſaid county of *Middleſex*, to *Paddington* aforeſaid; and a towing path on each ſide of ſuch cut (ſuch cut and towing paths to be of ſuch width as ſaid company ſhould think convenient or proper); and to make, erect, execute, do, and perform, all ſuch works, matters and things as ſhould be requiſite and convenient for making, completing, and maintaining ſaid intended cut and the navigation thereof, and ſaid towing paths, according to the true intent and meaning of ſaid Act; and the ſeveral powers, authorities, proviſions, matters and things in ſaid recited Acts contained, and which were now in force, (except the rates of tonnage and wharfage granted to ſaid company of proprietors) and ſubject to the proviſions and reſtrictions contained in that Act, ſo far as the ſame were applicable, or the nature and circumſtances of the reſpective caſes would admit, ſhould be uſed and exerciſed by ſaid company, and ſhould extend to, and be applied and enforced for making, completing, preſerving and maintaining ſaid cut and towing paths, and for making, erecting, executing doing, and performing all ſuch other works, matters, and things as ſaid company ſhould think neceſſary or expedient for the benefit of the navigation of ſaid cut, and for defraying the expences thereof, and for making compenſation for the tythes of the lands to be taken and uſed for the purpoſes aforeſaid, and for aſcertaining, collecting, receiving, recovering, and letting to farm the rates thereinafter granted or made payable to ſaid company, and for recovering the penalties or forfeiture impoſed or made payable by virtue of ſaid Act; and in all other reſpects in ſuch and like manner, and as fully and effectually, to all intents and purpoſes, as if ſaid ſeveral powers, authorities, proviſions, matters, and things were repeated and re-enacted in the body of ſaid act, and as if the cut and other works by ſaid Act intended to be made, completed and maintained, had been part of the works by ſaid re-cited Acts, or any of them, authoriſed or intended to be made, completed and maintained.

The rates allowed to be taken by ſaid company, on all goods matters, and things whatſoever conveyed upon ſaid cut or any part thereof, were as follows, *viz.*

For all lime and aſhes paſſing weſtward upon the ſaid cut, to be uſed for manure, and for all other manure of what nature or kind ſoever paſſing weſtward upon the ſaid cut, per ton, per mile, -	1d.
For all ſeparate packages, parcels, and other articles, not exceeding two hundred weight each, and belonging and conſigned to different and diſtinct perſons, per mile - -	1½d.
For all goods, wares, merchandize, and things whatſoever, per ton, per mile, - -	1½d.

And ſaid Act provides, that if any mineral, or timber, goods, or merchandize, or any other matters or things whatſoever, which ſhould be carried on ſaid cut, ſhould lie or remain upon any wharf or quay, belonging to ſaid company, above three hours, then ſaid company ſhould be entitled to receive ſuch rates or allowances, over and above the rates therein before authoriſed to be taken, as ſhould be from time to time regulated by ſaid company, or their general committee.

That no boat or other veſſel of leſs burthen than twenty tons, nor any boat or other veſſel uſed for carrying paſſengers, or any other perſons not employed in navigating ſuch boat or other veſſel, ſhould be uſed or navigated upon ſaid cut by any perſon or perſons, without the conſent of ſaid company, or their general committee upon pain of forfeiting to ſaid company ten pounds for every offence.

By another Act, paſſed in the ſaid 35th of Geo. III. entituled, " An Act for making and extending a navigable cut from the town of *Watford*, in the county of *Hertford*, to the town of *Saint Alban*, in the ſame county." After reciting ſaid Act of 33d of Geo. III. and that by levels, which had been made and taken, it appeared that a navigable cut might be made from the cut authoriſed to be made by ſaid firſt recited Act, from ſaid Grand Junction Canal to the town of *Watford*, in the county of *Hertford*, to the town of *Saint Alban*, in ſaid county, which would be of great benefit and advantage to all perſons reſiding or having eſtates near the line of ſaid cut, and of public utility.

Said company were thereby authoriſed to make, complete, and maintain a navigable cut, from ſaid collateral cut of the Grand Junction Canal to the town of *Watford*, and to the town of *Saint Alban*, through the pariſh of *Watford*, within the liberty of *Saint Alban* aforeſaid, the pariſh of *Buſhey*, in ſaid county of *Hertford*, and the pariſhes of *Aldenham*, *Saint Stephen*, and *Saint Peter*, alſo within the ſaid liberty of *Saint Alban* aforeſaid, and alſo to make, erect, execute, do, and perform all ſuch works, matters and things as ſhould be requiſite and convenient for making, completing, and maintaining ſaid intended cut, and the navigation thereof, and ſupplying ſame with water, according to the true intent and meaning of this Act, and ſaid recited Acts, and the ſeveral powers, authorities, proviſions, rates of tonnage and wharfage, and other matters and things, therein reſpectively contained, and which were then in force (except the rates granted by an Act of the then Seſſion of Parliament, for making a navigable cut from ſaid canal, in the precinct of *Norwood*, to *Paddington*, in the county of *Middleſex*, and ſubject to the proviſions and reſtrictions contained in the now reciting Act) ſo far as ſame were applicable, or the nature and circumſtances of the caſe would admit, ſhould be uſed and exerciſed by ſaid company, and ſhould extend to, and be applied, enforced, and collected and recovered for making, completing, preſerving,

and maintaining ſaid intended cut, and for ſupplying ſame from time to time with water; and alſo for making, erecting, executing, doing and performing all ſuch other works, matters, and things as ſaid company ſhould think neceſſary or expedient for the benefit of the navigation of ſaid cut, and for making compenſation for the tythes of the lands to be taken for the purpoſe aforeſaid, and ſhould alſo be uſed and exerciſed by ſaid company, and alſo by the owners or proprietors of any lands or grounds adjoining or lying near to ſaid cut, for making any railways or roads to from ſaid cut, and alſo bridges and other works, and for defraying the expences thereof, and in all other reſpects in ſuch and the like manner, and as fully and effectually to all intents and purpoſes as if ſaid ſeveral powers, authorities, proviſions, rates of tonnage and wharfage, and other matters and things were repeated and re-enacted in the body of that Act, and as if the cut and other works by that Act intended to be made, completed, and maintained, and the like exemptions from the payment of ſaid rates of tonnage and wharfage as are allowed by ſaid firſt recited Act, for or in reſpect of any articles which ſhould be navigated, carried, or conveyed upon ſaid canal and cuts, thereby authoriſed to be made, ſhould be allowed for or in reſpect of the like kind of articles which ſhould be navigated, carried or conveyed upon the cut by that Act authoriſed to be made.

And it was by ſaid Act enacted, That all the charges and expences preparatory and incident to, and attending the obtaining and paſſing of ſaid Act, as well previous to as in the then Seſſion of Parliament (to be aſcertained as thereinafter mentioned) ſhould be paid and defrayed by ſaid company; and in order to re-imburſe them the money which had been, and ſhall be, by them paid and diſburſed on account of, or for defraying ſame, it ſhould be lawful for ſaid company, from time to time, and at all times, to aſk, demand, take, and recover, to and for their own proper uſe and benefit, for all goods, matters and things which ſhall be navigated, carried, or conveyed upon ſaid intended cut, or any part thereof, over and above all other rates which would be payable to ſaid company by virtue of ſaid recited Acts, and that Act, the additional rate of two-pence per ton upon the whole length of ſaid cut, and ſo in proportion for any leſs diſtance, which additional rate for the whole length of ſaid cut, and alſo the fractional parts thereof for any leſs diſtance as aforeſaid, ſhould be aſcertained, collected, levied, and recovered in like manner, and by the like ways and means as any other rates payable to ſaid company, by virtue of ſaid recited Act, or any of them, could be aſcertained, collected, levied, and recovered and it ſhall alſo be lawful for ſaid company to borrow and take up at intereſt, upon the credit of ſaid additional rates, any ſum or ſums of money they ſhould find neceſſary, not exceeding in the whole three thouſand pounds, in like manner as was by ſaid firſt recited Act directed with reſpect to any money thereby authoriſed to be borrowed; and the money ſo to be borrowed by virtue of that Act, ſhould be applied in paying and defraying ſuch charges and expences as aforeſaid; and the money

ariſing by ſuch additional rates, ſhould, from time to time, be applied, in the firſt place, in paying the intereſt of the principal money ſo to be borrowed by virtue of that Act, and the charges and expences attending the management thereof, and the collecting ſaid additional rates (to be alſo aſcertained as thereinafter mentioned) and the ſurplus which ſhall remain unapplied for the purpoſes aforeſaid ſhould from time to time be placed out and veſted in the public funds, in the names of the perſons thereinafter appointed arbitrators, or any three of them, until ſuch ſurplus, and the dividends ariſing therefrom, ſhould be capable of producing one hundred pounds ſterling, and every ſum of one hundred pounds, as ſame ſhould accrue, ſhould be applied in paying off ſuch principal money; and that when, and ſo ſoon, as ſuch principal money and intereſt, and the charges and expences attending the management thereof, and the collecting ſaid additional rates, ſhould have been fully paid off and diſcharged, ſaid additional rates ſhould ceaſe, determine, and be no longer paid or payable.

And in order to aſcertain and ſettle the amount of the ſeveral charges and expences aforeſaid; it was enacted, That the Moſt Noble *George Grenville Nugent Temple* Marquis of *Buckingham*, the Right Honorable *George John* Earl *Spencer*, the Right Honorable *James* Lord Viſcount *Grimſton*, *William Praed*, *Robert Smith*, *Benjamin Way*, *Kenelm Digby*, *Thomas Aſtle*, and *Stephen Langſton*, Eſquires, and their ſucceſſors, to be appointed as thereinafter mentioned, ſhould be and they were thereby appointed arbitrators for that purpoſe; and ſaid arbitrators, or any three or more of them, ſhould, and were thereby anthoriſed and required, by ſuch ways and means as they ſhould think proper, as ſoon after the paſſing of that Act as conveniently might be, to aſcertain and ſettle the amount of the charges and expences already incurred preparatory or incident to the obtaining and paſſing of that Act, as well previous to, as in the then Seſſion of Parliament, and by writing under their hands and ſeals to certify their determination thereon to the Clerk of the Peace for the liberty of *Saint Alban* aforeſaid; and ſaid arbitrators, or any three or more of them, ſhould, and were thereby alſo authoriſed and required in like manner, from time to time, to aſcertain and ſettle the amount of the charge and expence attending the management of the money to be borrowed as aforeſaid, and the collecting ſaid additional rates, and from time to time, by writing under their hands and ſeals, to certify their determination thereon to ſaid clerk of the peace; and every determination of ſaid arbitrators, or any three or more of them, ſo to be certified as thereinbefore mentioned, ſhould be final and concluſive; and every ſuch certificate ſhould be kept by the Clerk of the Peace for ſaid liberty of *Saint Alban*, amongſt the public records of the Quarter Seſſions of ſaid liberty, and ſhould be deemed and taken to be part thereof.

And it was further enacted, That in caſe any of ſaid arbitrators ſhall, before ſaid additional rates ſhould ceaſe, and become determined as aforeſaid, die, or decline, or become incapable to

act as an arbitrator as aforeſaid, ſo that the number of ſaid arbitrators be reduced to five, or leſs; then the ſurviving or remaining arbitrators, or the major part of them, ſhould, by writing under their hands and ſeals, appoint ſuch other perſon as they ſhould think proper, ſo as to make up the whole number of ſaid arbitrators to be nine, and ſo from time to time as often as the caſe ſhould happen; and every ſuch appointment ſhould be delivered to and kept by the Clerk of the Peace for ſaid liberty of *Saint Alban*, and by him kept amongſt ſaid records, and ſhall be deemed to be part thereof.

By another Act, paſſed in ſaid 35th Geo. III. intituled, An Act for authoriſing the Company of the Grand Junction Canal to vary the courſe of a certain part of ſaid canal, in the county of *Hertford*, ſo as to render the navigation thereof more ſafe and convenient; and for making ſome other amendments and alterations in an Act, made in the thirty-third year of the reign of his preſent Majeſty, for making ſaid canal.

After reciting ſaid Act of 33d of Geo. III. And that if the company were allowed to deviate from the line of a certain part of the canal within the ſaid county of *Hertford*, the high ground in the pariſh of *Abbot's Langley* might be avoided, and a tunnel rendered unneceſſary, which would be a great improvement to the navigation; but, by virtue of a clauſe in ſaid Act, the company were reſtrained from making ſuch improvement, without the conſent of the owners of the lands through which the deviation might be made.

It was thereby enacted, That ſo much of ſaid recited Act as reſtrained ſaid company from making a deviation in the line of ſaid canal of more than one hundred yards, without the conſent of the owner of the land where ſuch deviation ſhould be made, ſhould, from and after the paſſing of that Act, ſo far only as relates to the lands within the pariſhes of *Abbot's Langley*, *King's Langley*, *Watford*, and *Rickmanſworth*, in ſaid county of *Hertford*, be repealed, and that it ſhould be lawful for ſaid company, and they were thereby authoriſed and empowered to deviate from the line deſcribed and ſet forth as aforeſaid, within ſaid pariſhes of *Abbot's Langley*, *King's Langley*, *Watford*, and *Rickmanſworth*, in ſaid county, and to make ſaid canal through ſuch parts of ſaid pariſhes, in ſuch line as was deſcribed in a map or plan, and book of reference, which had been depoſited at the office of the Clerk of the Peace for ſaid county of *Hertford*, in the month of September, one thouſand ſeven hundred and ninety-four.

And it was alſo enacted, That ſo much of ſaid Act as reſtrains ſaid company from cutting through or damaging any park, paddock, planted walk or avenue to a houſe, or any lawn incloſed and adjoinng to a manſion houſe, without the conſent of the owner thereof, ſhall (ſo far as re-

lated to any park, paddock, planted walk or avenue to a houſe, or any lawn incloſed and adjoining to a manſion houſe, within ſaid pariſhes of *Abbot's Langley*, *King's Langley*, *Watford*, and *Rickmanſworth*, in ſaid county of *Hertford)* be repealed; and that it ſhould be lawful for ſaid company to make the canal, and the towing path on the ſide thereof, and other works neceſſary to be made for the navigation, through and over the pleaſure grounds and parks of *Thomas* Earl of *Clarendon* and *William Anne* Earl of *Eſſex*, and through and over any other lands or grounds within ſaid pariſhes, and to make, erect, execute, do, and perform all ſuch works, matters, and things as ſaid company ſhould find requiſite and convenient for making, completing, and maintaining ſaid canal, and for ſupplying ſame with water, and for doing and performing all ſuch other matters and things as ſhould be neceſſary to be done and performed for the benefit of ſaid navigation, according to the true intent and meaning of that Act: and that ſaid recited Act, and the ſeveral powers, authorities, proviſions, matters, and things therein contained, ſo far as the nature and circumſtances of the caſe would admit (except ſuch as were by that Act varied, altered, or repealed) ſhould be uſed and exerciſed by ſaid company for making, completing, preſerving, and maintaining ſuch part of ſaid canal as aforeſaid, and for ſupplying ſame with water, and alſo for making, executing, and performing all ſuch other works, matters, and things as ſaid company ſhould think neceſſary or expedient to be made or done for the benefit of the navigation thereof, in ſuch and the like manner, and as fully and effectually, in all reſpects, and to all intents and purpoſes, as if ſaid ſeveral powers, authorities, proviſions, matters, and things contained in ſaid recited Act were repeated and re-enacted in the body of that Act, and as if ſuch part of ſaid canal, and the other works by that Act intended to be made, completed, and maintained, had been deſcribed in and by ſaid Act as part of the canal and works to be made and done by ſaid company by virtue of ſaid Act.

The rates of tonnage which would have been payable on the old line to be taken on the new line.

And by ſaid Act it was enacted, That no articles, the reſpective rates of tonnage and wharfage whereof were by ſaid recited Act fixed at a leſs ſum than one penny *per* ton, *per* mile, ſhould be permitted to paſs through any lock already made or to be made by virtue of ſaid recited Act, at any time or times when the water ſhould not flow over the waſte weir above ſuch lock, without the conſent of ſaid company in writing firſt had and obtained for that purpoſe, unleſs the perſon having the care or conduct of ſuch articles ſhould pay to ſaid company ſuch additional rates of tonnage, for or in reſpect of ſuch articles, as ſaid company ſhould, from time to time, direct to be demanded and taken; ſo that ſuch additional rates, together with the rates made payable upon ſuch articles by ſaid recited Act, ſhould not exceed one penny *per* ton, *per* mile, the ſame to be aſcertained, collected, levied, and recovered in like manner, and by the like ways and means as the rates of tonnage and wharfage granted by ſaid recited Act were thereby authorized or directed to be aſcertained, collected, levied, and recovered.

And it was thereby further enacted, That it ſhould be lawful for ſaid company in conſideration of the more conſtant, ſpeedy, and ſafe communication propoſed by ſaid deviation, to aſk, demand, take, and receive, to and for their own proper uſe and behoof (over and above the rates of tonnage and wharfage they were entitled to receive) the additional rate of tonnage and wharfage hereinafter mentioned (that is to ſay)

For all goods, wares, merchandize, and things whatſoever, which ſhould be carried or conveyed upon any part of the line of ſaid deviation of ſaid canal, per ton, - - - - - - - - - - - - - - - -	2d.

Which ſaid additional rate of tonnage and wharfage ſhould be paid by the perſon having the care of conduct of every boat, barge, or other veſſel, which ſhould paſs upon the line of ſaid deviation, at ſuch place or places as ſaid company ſhall appoint for that purpoſe, and ſhould be recovered by ſuch ways and means, and in ſuch manner as the rates of tonnage and wharfage granted by ſaid recited Act were to be recovered; and to the end that the public might know where ſaid additional rates were to be paid, ſaid company ſhould cauſe a ſtone or poſt to be ſet up at each end of the line of ſaid deviation, denoting the commencement of ſaid additional rates, and for what diſtance they were to be paid.

And it was further enacted, That the general committee of ſaid company ſhould have full power, from time to time, to lower or reduce all and any part of the ſaid additional rate of tonnage upon all or any of the articles which ſhould be carried upon ſaid canal, and to raiſe the ſame again to ſuch ſum as they ſhould think proper, not exceeding the ſum before mentioned, as often as they ſhould deem it neceſſary for the intereſt of ſaid navigation.

And reciting, That by a clauſe in ſaid Act, perſons were reſtrained from conveying coal or culm, or cinders burnt from coal or culm, upon the canal and the collateral cuts to be made by virtue of ſaid Act, nearer to the City of *London* than the mouth of the tunnel intended to have been made at *Langley Bury*, in the county of *Hertford*: and that in conſequence of ſaid deviation, no ſuch tunnel would then be made; it was therefore further enacted, That ſaid clauſe ſhould be and it was thereby repealed: provided always, that no coal or culm, or cinders burnt from coal or culm, which ſhould paſs along ſaid canal and collateral cuts, or any part thereof (other than ſuch as ſhould be carried or conveyed to be uſed and conſumed by the *Earls* of *Eſſex* and *Clarendon*, and at the houſe at *Grove Mill* aforeſaid, and alſo at the houſe belonging to *Grove-Mill-Heath Farm*, the property of the Earl of *Eſſex)* ſhould be conveyed nearer to the city of *London* than a ſtone or poſt to be affixed, within ſix months after the paſſing of that Act, and for ever after continued, by ſaid company, at the north weſt end of *Grove Park* aforeſaid, by any barge, boat, or other veſſel, on pain of forfeiture of every ſuch barge, boat, or veſſel, and of all

ſuch coal, culm, or cinders as ſhould be on board the ſame, and alſo on pain of forfeiting fifty pounds by the owner or owners of every ſuch barge, boat, or veſſel; ſuch reſpective forfeitures to be recovered by any perſon who would ſue for the ſame by action of debt or trover, as the caſe ſhould require, in any of his Majeſty's courts of record at *Weſtminſter*.

By another Act, paſſed 36th Geo. III. intituled, An Act to enable the Company of Proprietors of the *Grand Junction Canal* to finiſh and complete the ſame, and the ſeveral cuts, and other works, authorized to be made and done by them, by virtue of ſeveral Acts of parliament, after reciting the Acts of 33d and 34th Geo, III. and ſaid three Acts of 35th Geo. III. and that the company were proceeding in making the canal, and had completed a conſiderable part thereof, in which they had expended a large ſum of money, but found ſaid £.600,000 would not be ſufficient for carrying the purpoſes of the Acts into execution.

The ſaid company were by ſaid Act empowered to raiſe a further ſum, not exceeding £.225,000, as therein mentioned, for carrying on the works of ſaid canal. And by ſaid Act it was enacted, That ſaid company (over and above the rates of tonnage and wharfage they were intitled to take by ſaid recited Acts) ſhould demand, and take, and recover the ſeveral additional rates of tonnage and wharfage hereinafter mentioned for all minerals, merchandize and other goods, matters, and things which ſhould be carried or conveyed upon ſaid canal, and upon all and every the navigable cut authorized to be made by virtue of ſaid recited Acts, or any of them, or any part, or parts thereof reſpectively (except the cut from *Norwood* to *Paddington*,) viz.

For all lime, lime ſtone, iron ſtone, flint, and other ſtones, and all bricks, tiles, ſlates, and coal, and all kinds of manure, *per* ton, *per* mile - - -	0¼d.
For all other goods, wares, merchandize, and things whatſoever, *per* ton, *per* mile, - - - - - - - - - - - - - - - - - -	0½d.

By an Act paſſed 36th Geo. III, intituled, "An Act for authorizing the Company of Proprietors of the Warwick and Braunſton Canal to vary the courſe of a certain part of the ſaid canal, and for amending and altering the Act made in the thirty-fourth year of the reign of his preſent Majeſty, for making the ſaid canal." After reciting as in ſaid Act ſet forth, powers were given to the Company of Proprietors of ſaid Canal to vary the courſe in the line as therein ſtated, and to unite with the Oxford Canal at Napton, inſtead of Braunſton, and they were thereby authorized to change their ſtyle and title, and from thenceforth to be incorporated by the name of The Company of Proprietors of the Warwick and Napton Canal Navigation, inſtead of by the name of The Company of Proprietors of the Warwick and Braunſton Canal

Navigation, and various further powers were given to the ſaid company. And ſaid Act recited, that the making ſaid canal in the courſe or direction therein before directed might be injurious to the Company of Proprietors of the Oxford Canal navigation, unleſs proviſion ſhould be made for preventing ſuch injury; wherefore it was enacted, that ſaid Company of Proprietors of the Oxford Canal Navigation, might demand, take and receive to and for their own uſe and benefit (over and above all the rates of tonnage or duties which they were or ſhould be entitled to) for coals, goods, merchandize, or other things navigated or paſſing in or upon any part of ſaid Oxford Canal by virtue of any Act or Acts of Parliament then in force (except ſaid Act of the 34th of Geo. III. and alſo except as term after excepted) among other rates and duties thereinafter mentioned, viz.

For all coals which ſhould be navigated out of ſaid intended canal into ſaid Oxford Canal, and along ſame into ſaid Grand Junction Canal and ſo in proportion the for a leſs quantity, per ton - - - - - - - - - - - - - - - -	2s. 9d.
For all goods, wares, merchandize, and other things (except coals, lime, lime-ſtone, and manure) which be bona fide navigated out of ſaid intended canal into ſaid Oxford Canal, and along ſame into the ſaid Grand Junction Canal or out of ſaid Grand Junction Canal into the ſaid Oxford Canal and along ſame into ſaid intended canal, and ſo in proportion for a leſs quantity, per ton - - - - -	4s. 4d.

Said Act recites, that by the Act paſſed 33d George III. for making the Grand Junction Navigation, certain rates were granted and made payable to the Oxford Canal Company, and in caſe ſuch rates, together with certain other rates ariſing to the Company of Proprietors of ſaid Oxford Canal Navigation as therein mentioned, ſhould not amount to the yearly ſums of 5,000l. and 10,000l. in the reſpective caſes therein ſpecified, the Grand Junction Canal Company were anſwerable to ſaid Oxford Canal for the deficiency; it was therefore enacted that the rates or duties by that Act granted to the Oxford Canal Company (except of lime and lime-ſtone) as far as ſame ſhould ariſe and be payable in reſpect of coals, goods, wares, and merchandize, paſſing from the Grand Junction Canal into the Oxford Canal, and from thence into ſaid intended canal ſhould be deemed and taken, and were thereby declared to be part of the rates or duties for making the aforeſaid ſums of 5,000l. and 10,000l. and ſhould for that purpoſe be added to and go in aid of the other rates thereinbefore mentioned to be payable, and ariſing to the Oxford Canal Company: provided always, it was further enacted, that it ſhould be lawful for ſaid Oxford Canal Company from time to time to leſſen or reduce any or either of the rates or duties thereby or by any other Act or Acts of Parliament granted and made payable to them, and again from time to time to advance and raiſe all or any of ſaid rates or duties ſo leſſened, ſo as not to exceed the rates or duties ſo granted and made payable, and ſo that no ſuch reduction of ſaid rates or duties which might operate to leſſen the produce of ſaid yearly ſums of 5,000l. and 10,000l. ſhould be made without conſent of ſaid

Grand Junction Canal Company under their common ſeal, and in caſe any ſuch reduction ſhould operate to leſſen the produce of ſaid ſums of 5,000l. and 10,000l. ſaid Oxford Canal Company ſhould and they were thereby required again to advance and raiſe ſuch rates or duties as ſoon as might be after they ſhould be thereunto requeſted by writing under the common ſeal of ſaid Grand Junction Canal Company.

And ſaid Act further recited, that making ſaid intended variation of the courſe of ſaid canal might be injurious to the Grand Junction Canal Company, unleſs proviſion ſhould be made for preventing ſuch injury. It was therefore enacted, that ſaid Grand Junction Canal Company, might demand, take, and receive to and for their own proper uſe and benefit (over and above all the rates of tonnage or duties which they were or ſhould be entitled to) for or in reſpect of any coals, goods, merchandize and other things (except lime and lime-ſtone) navigating or paſſing from and out of ſaid Warwick and Napton Canal into ſaid Oxford Canal, and which ſhould immediately or at any time afterwards be navigated or conveyed upon any part of ſaid Oxford Canal between the intended junction of ſaid Warwick and Napton Canal at Napton aforeſaid, and the city of Oxford upon any ſuch part of ſaid Oxford Canal into ſaid Warwick and Napton Canal, the rate or duty of 6d. per ton (and ſo in proportion for any leſs quantity) with full and adequate powers for collecting and enforcing the payment of ſame.

And for better collecting ſame and to prevent evaſion, ſaid Grand Junction Company were thereby authorized to cauſe ſuch ſtop-gate or bar to be put or placed upon or acroſs ſaid Warwick and Napton Canal at ſuch place within one hundred yards from the junction of ſaid Warwick and Napton Canal with ſaid Oxford Canal as they ſhould think proper, and alſo ſuch toll-houſe as they ſhould think fit for the uſe of the collector or collectors of the rate or duty made payable to them as aforeſaid, to be erected at or near the ſide of ſaid Warwick and Napton Canal as near to ſaid ſtop-gate or bar as conveniently might be; and ſaid Grand Junction Canal Company were thereby inveſted with the like powers and authorities for purchaſing lands on which to erect ſuch toll houſe with neceſſary conveniencies and accommodation as were given to them by any Act of Parliament for purchaſing lands through which the ſaid Grand Junction Canal had been or might be made; and the owners or proprietors of ſuch lands were thereby empowered and required to convey the ſame to ſaid Grand Junction Canal Company in like manner and as fully as any incapacitated perſons were by any Act of Parliament empowered to convey land to ſaid Company for the purpoſes of ſaid Grand Junction Canal.

By another Act paſſed in the thirty-eighth year of Geo. III. intituled, An Act for confirming and carrying into execution certain articles of agreement made and entered into between *Beilby*, Lord Biſhop of *London*, *Thomas Wood*, Eſq. Sir *John Frederick*, Baronet, and *Arthur Stanhope*, Eſquire, Sir *John Morſhead*, Baronet, and Dame *Elizabeth*, his wife, and *Robert Thiſtlethwayte*, Eſquire, and *Selina* his wife,

and the Company of Proprietors of the *Grand Junction Canal;* and for other purpoſes therein mentioned, certain plots of land, therein particularly mentioned and deſcribed, were veſted in ſaid company of Proprietors, as therein mentioned; and powers were thereby veſted in ſaid company to erect wharfs, quays, markets, houſes, warehouſes, weighing beams, engines, machines, and other works, ways, roads, and other conveniences in or upon any part or parts of ſaid lands as ſhould be judged fit and expedient; and alſo to provide and ſupply with good and wholeſome water from and out of the Grand Junction Canal, cuts, and reſervoirs, or any or either of them, as ſhould be found meet or convenient for that purpoſe the inhabitants of the ſeveral buildings then erected, or to be erected, upon ſaid lands and other lands within ſaid pariſh of *Paddington*, then the eſtate of the Lord Biſhop of *London*, and his ſucceſſors, and alſo to provide and ſupply with good and wholeſome water the inhabitants of any other buildings then erected, or to be erected, within ſaid pariſh of *Paddington*, or the pariſhes and ſtreets adjacent, as might be deſirous of contracting with ſaid company for ſame, on ſuch terms and conditions as might from time to time be agreed upon between ſaid company and any ſuch inhabitants: And further powers were, by ſaid Act, given to ſaid company for enabling them to carry the purpoſes thereof into execution as therein mentioned.

And by ſaid Act the company were allowed to raiſe a further ſum of £.150,000 by creating new ſhares, or half ſhares, or by ſuch other ways and means as therein mentioned.

By an Act paſſed 41ſt Geo. III. intituled "An Act for enabling the Company of Proprietors of the Grand Junction Canal more effectually to provide for the diſcharge of their debts, and to complete the whole of the works to be executed by them, in purſuance of the ſeveral Acts of 33d, 34th, 35th, 36th, and 38th years of the reign of his preſent Majeſty, and for altering and enlarging the powers, and proviſions of the ſaid Acts. Said ſeveral Acts are recited, and that ſaid company were proceeding in ſaid ſeveral works, and had completed the collateral cut or feeder from Wendover to the ſummit of ſaid canal, in the pariſh of Tring, and had nearly completed the main line of ſaid canal, and the collateral cut therefrom to Paddington aforeſaid, and had alſo made great progreſs, and completed a conſiderable part of the collateral cut from Buckingham to Old Stratford, in which works they had expended very large ſums, and that from the great advance in the price of labour, and all ſorts of materials, the expences of ſaid company had been increaſed very conſiderably beyond the original eſtimates, whereby they had contracted debts to a conſiderable amount, and they found that the ſeveral ſums authorized to be raiſed by them would not be ſufficient to diſcharge the ſame, and for carrying the purpoſes of ſaid ſeveral Acts into execution, and it was expedient that ſaid company ſhould be authorized to provide for the diſcharge of their ſaid debts, and to be enabled to finiſh and complete the whole of their works, and that the powers and proviſions of ſaid Acts ſhould be altered and enlarged.

The ſaid Company were thereby authorized and empowered to raiſe as therein mentioned any further ſum or ſums of money, not exceeding in the whole, 150,000l. (although the whole ſum 975,000l. allowed to be raiſed by the ſeveral recited Acts might not have been raiſed) and it is by ſaid Act recited, that in ſetting out, making, and executing the ſaid Grand Junction Canal, and ſeveral of the ſaid navigable cuts and other works authorized to be made and done by the ſaid Company, it had been found expedient to deviate in ſeveral places from the lines laid down and deſcribed in the ſeveral plans and books of reference in ſaid ſeveral recited Acts mentioned, but all ſuch deviations had been made with the conſent of the deſcription of parties authorized by ſaid firſt recited Act to convey to the company for the purpoſes in the ſaid Act mentioned. And in order to confirm to ſaid company, the ſaid canal and collateral cuts and other works ſo made in ſuch lines of deviation, it was further enacted, that all and every the conveyances, contracts, ſales, and agreements, made with any body politic, corporate, or collegiate, corporations, aggregate or ſole, tenants for life, or in tail, huſbands, guardians, truſtees, and feoffees in truſt committees, executors and adminiſtrators, and all other truſtees, or perſons whomſoever not only for and on behalf of themſelves, their heirs and ſucceſſors, but alſo for and on behalf of their ceſtuiquetruſts, whether infants, iſſue unborn, lunatics, ideots, femes covert, or other perſon or perſons, or with any femes covert, who were or ſhould be ſeized, poſſeſſed of, or intereſted in their own right or with any other perſon or perſons whomſoever, or was, were, or ſhould be ſeized, poſſeſſed of, or interſted in any lands, grounds and hereditaments which had been ſo ſet out and aſcertained, for the purpoſes aforeſaid, for the lands taken and uſed by the ſaid company of proprietors for the making ſaid canal and collateral cuts and for railways, ſtone roads, wharfs, or other works and conveniences, and alſo for ſale and exchange of ſmall ſeparated pieces of land, either to ſaid company or any other Perſon or Perſons in ſuch line or lines of deviation as aforeſaid, ſhould be valid and effectual in the law to all intents and purpoſes whatſoever, any law, ſtatute, uſage or cuſtom, to the contrary thereof notwithſtanding, and all bodies politic, corporate or collegiate, and all perſons whomſoever ſo conveying or exchanging as aforeſaid were thereby indemnified for or in reſpect of any ſuch ſale or exchange which he, ſhe, or they, or any of them ſhould reſpectively have made or ſhould make in conſequence of any ſuch contracts or agreements as aforeſaid, and all and every the powers, authorities, directions, proviſoes, penalties, forfeitures, clauſes, matters, and things which in and by ſaid recited Acts or any of them were given, provided, declared, ſettled, impoſed and created (and not thereby repealed or altered) for making the ſaid collateral cuts, railways, ſtone roads, and other works, ſhould from and immediately after paſſing that Act, be uſed, exerciſed, practiſed, impoſed levied, recovered, and put in execution, in and upon or in reſpect of ſuch lines of deviation as fully and effectually to all intents and purpoſes as if the lines or courſes of ſuch deviations had in fact been the lines and courſes laid down and deſcribed in the reſpective plans and books of reference depoſited at the offices of the clerks of the peace of the reſpective counties before mentioned, and the ſaid canal, collateral cuts, railways, ſtone roads, and other works, when ſo made ſhould be uſed and exerciſed under ſame regulations, and ſubject the like rates of tonnage and wharfage, as if the ſame had been made in

the lines or courſes ſo laid down and deſcribed in ſaid plans and books of reference, and had not deviated therefrom, or as if all and every the powers, authorities, directions, proviſoes, penalties, forfeitures, clauſes, matters, and things were therein particularly repeated, re-enacted, and extended to ſaid lines of deviation, for the lines and courſes ſo laid down and deſcribed as aforeſaid, and every or each of them. Any thing in ſaid acts or any of them contained to the contrary notwithſtanding.

And it was thereby enacted, that the ſaid company might at any general meeting after the paſſing that Act, make ſuch order or reſolution as they ſhould judge proper, for the intereſt of the ſeveral and reſpective proprietors of ſhares, half ſhares, quarter ſhares, or eighth parts of ſhares, already created, or which might thereafter be created in ſaid undertaking by declaring each ſhare of 100l. to be divided into eight ſhares, and each half ſhare of 50l. into four ſhares, and each quarter part of a ſhare of 25l. into two ſhares, and each eighth part of a ſhare of 12l. 10s. into one ſhare of the reſpective nominal value of 12l. 10s. each ſhare, inſtead of diſtinguiſhing the ſame by ſhares, half ſhares, quarters, or eighth parts of ſhares, and that from and after any ſuch order or reſolution of ſaid company, all and every the proprietors ſhould for and in reſpect of their properties be entitled to as many ſhares as the ſame would amount unto at the rate or nominal value of 12l. 10s. each ſhare, in manner as aforeſaid, and ſhould reſpectively be entitled to a proportionable part of the profits of ſaid undertaking according to the number of ſuch ſhares held by each proprietor, and to all other proviſions and additions and ſubject and liable to all other rules, orders, reſtrictions, and conditions, as far as the nature and circumſtances of ſuch ſhares would admit, and in due proportion to the ſhares of 100l. each, as originally created. Provided that in the qualification of proprietors to vote in the general and other aſſemblies of the company, no ſuch proprietor ſhould be entitled to give any vote for and in reſpect of any leſs number of ſuch ſhares of 12l. 10s. each, than eight, and one vote only for each eight ſhares, as far as ten votes, and that in the qualification for being elected a member of any committee of ſaid company, no ſuch proprietor ſhould be ſo qualified who ſhould be poſſeſſed of a leſs number of ſuch ſhares of 12l. 10s. each than forty.

Said act recites the Act of 33d Geo. III. as to the compenſation to be made by ſaid company to the corporation of the city of London. Alſo recites the adjuſtment of an account between ſaid corporation and the company, up to the 25th of December, 1798, whereby the ſum of £.1562 appeared due from the ſaid company to ſaid corporation.

That previous to the liquidation of ſaid account, differences had ariſen between ſaid company and ſaid corporation concerning ſame, and in order to prevent future litigation or miſunderſtanding on account thereof, the ſaid corporation and ſaid company had come to an agreement that ſaid company or their ſucceſſors ſhould pay to ſaid corporation or their ſucceſſors ſaid £.1562, by four quarterly inſtalments,

beginning on 25th March, 1799; and they further agreed that ſaid corporation ſhould from thenceforth be entitled to take and retain the toll or duty of one halfpenny per ton for all barges or other veſſels whatſoever navigated upon the river Thames, or any part thereof weſtward of London Bridge to Strand on the Green, or Brentford, diſcharged of and from all claims and demands by or on the part of ſaid company and their ſucceſſors, and alſo of and from all right to have any account of ſame tolls and duties; and that ſaid company of proprietors and their ſucceſſors ſhould from thenceforth be entitled to retain the toll or duty of one halfpenny per ton, and ſo in proportion for any leſs quantity than a ton, which by ſaid Act of 33d Geo. III. they were authoriſed and empowered to take, demand, recover and receive, for all goods, wares, merchandize and things whatſoever which ſhould paſs from ſaid canal into and upon ſaid river Thames, and from ſaid river Thames into or upon ſaid canal diſcharged of and from all claims and demands by and on the part of ſaid corporation, their ſucceſſors and aſſigns by virtue of ſame Act of 33d Geo. III. and alſo from all right to any account of ſaid laſt mentioned toll or duty of one halfpenny per ton. And ſaid company and their ſucceſſors ſhould from thenceforth be diſcharged of and from ſaid ſeveral ſums which they were liable to pay under or by virtue of ſaid Act of 33d Geo. III. to make up the produce of ſaid tolls or duties within each year, equal to the ſeveral and reſpective ſums in ſame Act mentioned. And that ſaid corporation, and their ſucceſſors ſhould from thenceforth be for ever diſcharged of and from all claims and demands by and on the part of ſaid company and their ſucceſſors, for or by reaſon or on account of any exceſs or ſurplus (over and beyond the ſeveral ſums in mentioned ſaid Act paſſed 33d Geo. III.) which they might or would have been entitled to receive from time to time in any year before Midſummer, 1801, on account of the toll or duty of one halfpenny per ton to which they were entitled under and by virtue of an Act of 17h Geo. III. after adding thereto and including the ſum of £.600 a year which ſaid company had agreed to pay them as after mentioned or otherwiſe howſoever, and that over and beyond, and in addition to ſaid toll or duty of one halfpemy per ton which ſaid corporation were authoriſed to take and receive under ſaid Act of 33d Geo. III. and in lieu of and by way of compenſation for ſaid toll of one halfpenny per ton, and ſums to anſwer deficiencies to which the ſaid corporation were entitled under ſaid Act of 33d Geo. III. ſaid company agreed for themſelves and their ſucceſſors to pay to ſaid corporation for one year, ending on 25th December, 1799, and thenceforth yearly for ever for every year ending 25th December, the ſum of £.600 clear of all deductions whatſoever by four quarterly payments on 25th March, 24th June, 29th September, and 25th December, in every year, from the time of making ſuch agreement; and further reciting that ſaid company had in purſuance of ſaid agreement paid to ſaid corporation as well ſaid balance of £.1562 as alſo ſaid annual ſum of £.600 up to the 25th December then laſt paſt; and ſaid corporation and ſaid company were reſpectively deſirous that the agreement ſo made between them ſhould be ratified confirmed and eſtabliſhed by authority of Parliament. It was therefore enacted that ſaid clauſe in ſaid Act of 33d Geo. III. whereby ſaid company were required to pay yearly and every year, to ſaid corporation ſuch ſum, or ſums of money as with the produce of ſaid tolls or duties

within each year ſhould make up the ſeveral and reſpective ſums thereinbefore mentioned, and whereby ſaid corporation were required to pay to ſaid company the ſurplus or exceſs of the two ſeveral tolls or duties therein before mentioned over and above ſaid ſeveral and reſpective ſums therein before recited ſhould be, and ſame were thereby repealed. And it was further enacted, that from thenceforth, and from time to time and at all times for ever thereafter the ſaid corporation ſhould be entitled to take and retain the toll or duty of one halfpenny per ton which by ſaid Act of 17th Geo. III. they were authoriſed and empowered to take, demand, recover and receive for all barges or other veſſels whatſoever navigated upon ſaid river Thames or any part thereof weſtward of London Bridge to Strand on the Green or Brentford, diſcharged of and from all claims and demands by or on the part of ſaid company and their ſucceſſors, and alſo of and from all right to have any account of ſame tolls and duties nevertheleſs to be paid and applied in ſuch manner and for ſuch uſes, intents, and purpoſes as in ſaid Act of 17th Geo. III. are particularly mentioned.

And it was further enacted, That ſaid company and their ſucceſſors ſhould from time to time, and at all times for ever thereafter be entitled to retain the toll or duty of one halfpenny per ton, which by ſaid Act of 33d Geo. III. they were authorized and empowered to take, demand, recover, and receive for all goods, wares, merchandize and things whatſoever which ſhould paſs from ſaid Grand Junction Canal into and upon ſaid river Thames, and from ſaid river Thames into or upon ſaid Grand Junction Canal, diſcharged of and from all claims and demands by or on the part of ſaid corporation, their ſucceſſors and aſſigns, by virtue of ſame Act of 33d George III. and alſo from all right to any account of ſaid laſt mentioned toll or duty of one halfpenny per ton, nevertheleſs to be applied to and for the purpoſes of ſaid act, as far as ſame purpoſes were for the benefit of ſaid company under that act.

And it was further enacted, That over and beyond and in addition to ſaid tolls or duty of one halfpenny per ton which ſaid corporation were authorized to take and receive under and by virtue of ſaid Act of 17th Geo. III. and in lieu of and by way of compenſation for ſaid toll of one halfpenny per ton, and ſums to anſwer deficiencies to which ſaid corporation were entitled under and by virtue of ſaid Act of 33d Geo. III. the ſaid company, their ſucceſſors and aſſigns ſhould and would for one year ending 25th December 1801, and thenceforth yearly for ever, for every year ending on 25th December, and they were thereby required to pay or cauſe to be paid to ſaid corporation or their ſucceſſors the ſum of £.600 free and clear of and from all and all manner of parliamentary, parochial, or other deductions on any account whatſoever, by quarterly payments, to come due and be made on 25th March, 24th June, 29th September and 25th December, in every year, the ſum of £.150 as and for the firſt payment of ſame yearly ſum of £.600 to become due and be made on the 24th June, then next up and in full to ſame 24th June, and every ſubſequent payment of ſame yearly ſum to become due and be made on each ſucceeding quarter days, and adequate powers were thereby given for recovery of ſaid annual ſum of £.600 as in ſaid act mentioned.

By another Act of Parliament made and paſſed in the 43d Geo. III. intituled, "An Act for empowering the company of proprietors of the Grand Junction Canal to raiſe a further ſum of money to enable them to complete the works authoriſed to be executed in purſuance of the ſeveral acts paſſed, in the 33d, 34th, 35th, 36th, 38th, and 41ſt years of the reign of his preſent Majeſty, and for amending, altering, and enlarging the powers and proviſions of the ſaid Acts."

Said Acts are recited and ſet forth, and ſaid Company of Proprietors of the Grand Junction Canal were thereby authoriſed and empowered as therein mentioned to raiſe the further ſum of £.400,000 or ſuch part thereof as ſaid company, or their committee ſhould think proper; and in conſideration that the conſtructing, erecting, and making the tunnel at Bliſworth, and an aqueduct over the river Ouſe at Wolverton, and other works remaining to be executed would be attended with a very conſiderable expence to the ſaid company, it was enacted that the ſaid company might demand, take, recover, and receive to and for their own proper uſe and behoof (over and above the rates of tonnage and wharfage they were entitled to receive) the additional rates therein after mentioned, viz.

For all coal and coak, lime, lime-ſtone, flint or other ſtones, and all bricks, tiles, ſlate, ſand, and fuller's earth, and all iron-ſtone, pig-iron and pig-lead, and all kinds of manure, which ſhould be carried or conveyed upon ſaid canal into or through ſaid propoſed tunnel or the deep cutting at the two mouths or entrances of the ſame, the additional ſum per ton of - - - - - - - -	8d.
For all other goods, wares, merchandize and things whatſoever, the additional ſum, per ton, of -	1s. 4d.
For all coal and coak, lime, lime-ſtone, flint and other ſtones, and all bricks, tiles, ſlate, ſand, and fuller's earth, and all iron-ſtone, pig-iron and pig-lead, and all kinds of manure, which ſhould be carried or conveyed over or upon any part of ſaid aqueduct, the additional ſum, per ton, of - - - - -	4d.
For all other goods, wares, merchandize and things whatſoever, the additional ſum per ton, of -	8d.

With powers for recovering the ſame in the ſame way as the ſaid company were empowered to recover any tonnage payable to them by any former Act or Acts of Parliament, and in all caſes where there ſhould be a fraction of a ton in the weight of loading in any boat or veſſel a proportion of the ſaid rates ſhould be demanded and taken by the ſaid company for ſuch fraction according to the number of quarters of a ton contained therein.

And the general committee of the ſaid company were thereby authoriſed to lower or reduce the whole or any part of ſaid rates upon all or any of the articles which ſhould be carried upon ſaid canal, and to

raiſe the ſame again as they ſhould think proper, not exceeding the rates before mentioned, as often as they ſhould deem it neceſſary ſo to do for the intereſt of ſaid navigation.

And it is by ſaid laſt mentioned Act recited, That certain rules were eſtabliſhed by ſaid Act of 33d George III. for aſcertaining the weight of timber and other articles conveyed in or upon ſaid canal which were liable to great uncertainty, for remedy whereof it was enacted, that the tonnage for timber and all other goods, merchandize, and things whatſoever ſhould be aſcertained and charged according to the real weight thereof, and that 112lb. weight avoirdupoiſe ſhould be deemed and taken as and for one hundred weight, with reſpect to all timber and other goods, merchandize and things whatſoever, any law, cuſtom, or uſage to the contrary notwithſtanding.

And it is recited that by ſaid Act paſſed in 33d Geo. III. the company of Proprietors of ſaid Grand Junction Canal were authoriſed to make and maintain a collateral communication (by ſuch cuts, railways, or other ways and means as therein mentioned) to branch from and out of the Grand Junction Canal in Gayton to join the navigation of the river Nen at Northampton, and that it was expedient that ſuch collateral communication ſhould be made and completed on or before the 25th March 1805. It was therefore enacted, that ſaid company ſhould, and they were thereby required and directed to cauſe ſuch collateral communication as aforeſaid to be made and completed on or before the ſaid 25th of March 1805, and that out of the ſum of money authoriſed thereby to be raiſed a ſufficient ſum to defray the charge and expence of making and completing ſuch collateral communication as aforeſaid, ſhould be and the ſame was thereby required and directed to be appropriated and applied ſolely and excluſively to the making and completing ſaid laſt mentioned communication.

By another Act of Parliament made and paſſed in the 45th Geo. III. intituled "An Act for altering, amending, and enlarging the powers of certain acts for making and maintaining the Grand Junction Canal." After reciting all the former acts beforementioned, It was enacted, that from and after the paſſing ſaid act, the ſaid Company might over and above the rates of tonnage which they were entitled to take and receive, demand, take, and receive, tonnage of all goods, wares, merchandize, and things which ſhould be navigated and conveyed upon or through the ſaid canal and collateral cuts, or any part of them, the further ſum of one farthing per ton, per mile, (excepting timber, coal, coke, lime, lime-ſtone, flints, aſhes, breeze, all kinds of manure, clay, bricks, tiles, ſlate, ſtone, and fullers' earth, iron-ſtone, pig-iron, bar, rolled, and rod iron, nails, all articles of caſt-iron, pig lead, and every article of wrought iron, not before ſpecified, provided ſuch articles of wrought iron ſhall exceed 56lb. But no ſuch additional tonnage to be taken for any goods, merchandize, or things, which ſhould be conveyed along or over the rail road or collateral communication, or any part thereof, leading from the ſaid canal, to join the river *Nine*, or *Nen*, at or near the town of

Northampton, ſo long as the ſaid rail road, or any part of the ſame, ſhould be made uſe of for, and as ſuch collateral communication on which ſhould be carried goods, wares, merchandize, or other things whatſoever, from the ſaid canal, in the pariſh of Biſworth to the ſaid river *Nine*, or *Nen*, and until the ſaid company ſhould cauſe ſuch collateral communication to be made and completed for the conveyance of goods, wares, merchandize, and other things, the whole length thereof, by and upon water.

And further Power is thereby given to the ſaid company, over and above all other rates granted by any former acts, or by the ſaid act, to take and receive the further and additional groſs ſum of ſixpence per ton, on all goods, wares, merchandize, and things whatſoever, except lime, lime-ſtone, aſhes for manure, and all other manure, conveyed through any lock upon ſaid canal, or collateral cuts, or any of them, exept any lock between Brentford bridge, and the river Thames, a leſs diſtance than eight miles, or paying for a diſtance of eight miles.

All ſuch additional rates to be aſcertained and recovered in like manner as all former rates, with an exception as to the ſaid 6d. per ton, in favour of the owners and occupiers of certain brick-fields in the pariſh of Iſleworth, on the ſide of the canal and towing path there, in reſpect of bricks or tiles manufactured from earth or clay dug, or to be dug, on the ſaid brick-fields, or on any coals, aſhes, breeze, ſand, or other articles uſed in the manufactory of ſuch bricks or tiles, and conveyed through any lock upon the ſaid canal from ſaid brick-fields to the river Thames, or from ſaid river to the ſaid brick-fields, or either of them, during the continuance of a certain leaſe referred to by the ſaid act.

Power for the ſaid Company, or their General Committee, to lower the ſaid additional rates, and to raiſe the ſame again, as they ſhould ſee proper.

By this Act ſuch part of the clauſe in the original, Act of 33d Geo. III. for making the Grand Junction Canal, whereby timber purchaſed, or provided, for his Majeſty's navy, or any ſtores or other things belonging to his Majeſty's naval or military ſervice were exempt from payment of the rates of tonnage by the ſaid act granted, is repealed; and the ſaid company were empowered from the paſſing of the now reciting act, to demand, take, and receive all ſuch rates and duties in reſpect of any ſuch articles as the ſaid company could have demanded, taken and recovered in caſe the ſaid clauſe of exemption had not been made; provided always, that after the 31ſt of December, 1806, and after the 31ſt of December in every future year, his Majeſty, his heirs and ſucceſſor, might demand, recover, and receive from the ſaid company a drawback of the whole of the tolls, rates and duties which ſhould have been demanded and received by ſaid company, for

ſuch timber, ſtores, or other articles, within the preceding year, provided the tonnage thereof ſhould not exceed 1000 tons; but if more, then only for ſuch articles amounting to 1000 tons, as ſhould have been firſt navigated in the preceding year upon the canal or collateral cuts, or any part thereof.

And by a public Act, paſſed in the ſaid 45th year of Geo. III. coals were allowed to be brought to London by means of the ſaid canal and cuts, to a limited extent, for one year, from the 1ſt of Auguſt, 1805, under certain duties, as in ſaid act mentioned, amounting to 10s. $9\frac{3}{4}$d. per ton.

GRAND JUNCTION CANAL.

The main line of this canal is from Braunſton to Brentford; and is in

Width,	43 feet.
Depth,	5
Length,	94 miles.
The number of locks are	109

The riſe from the Oxford Canal to Braunſton ſummit	37 feet.
Fall from Braunſton ſummit to the aqueduct over the river Ouſe near Stoney Stratford	172
Riſe from ſaid aqueduct to the ſummit at Tring	192
Fall from Tring to Cowley, near Uxbridge, where the level with the Paddington collateral cut commences	265
Fall from the ſaid level to the river Thames at Brentford	130

The collateral communication with the town of Northampton and the river Nen is effected by means of a caſt-iron rail way, commencing in the pariſh of Bliſworth, ſeventeen miles ſouth of Braunſton; and is in length five miles.

The collateral branch from the Old Stratford collateral cut to Buckingham is in

Width,	28 feet.
Depth,	4
Length,	$9\frac{1}{2}$ miles
The number of Locks,	2

PLAN of Part of the GRAND JUNCTION, or B

Little Houghton
Great Houghton
Kingthorp
Abington
Raventhorpe
Holdenby
Winwick
NORTHAMPTON
Hackleton
Nen Rive
Delapre Abbey
Harding Stone
Preston Deanry
fr London
East Haddon
West Haddon
Dallington
Harlestone
Althorpe
Dunton
Upton
Queens Cros
Wootton
Quinton
Salcey Forest
Harpole Com.
Great Brington
Crick
Long Buckby
Little Brington
Harpole
Kislingbury
Collingtree
Courteen Hall
Watford
Murwot
Milton
Whilton
Rothers thorp
Road
Blisworth
Brockhall
Bugbrooke
Junction
Gayton
Ashby Ledgers
Welton
Flower
Low Heyford
Plane Woods
Stoke Bruern
Norton
Dodford
TheBull
Dalescote
Shuttle Hanger
Eascote
Tiffield
Pateshull
Weedon Beck
Burrow Hill
Stowe Nine Churches
Forsters Booth
Ascote
Hulcote
Braunston
Oxford Canal
DAVENTRY
Cold Higham
Heavencot
Towcester
Everdon Parva
Newnham
Litchborough
Greens Norton
Everdon Magna
Farthingstone
Foxley
Staverton
Badby
Thorscomb
Handley
Whittlebur
Preston Parva
Maidford
Blakesley
Bradden
Whittle bury
Catesby
Fawsley
Preston Capes
Adson Chap
Wood End
Slapton
Abthorpe
Hellidon
Charwelton Church
Charwelton
Canons Ashby
Plumpton
Wappenham
Woodford
Weedon Lois
Morton Pinkney
Weston
Byfield
Eydon
Syersham
Helmedon Lodges
Biddlesden
Helmedon
Sulgrave
Upper Boddington
Biddlesden Park
Culworth
Aston le Walls
Whitfield
Chipping Warden
Radston
Watling Street
Grand Junction
Oxford Canal
Burrow Hill
Tame
Tame River
Nen River
Forest
WARWICK SHIRE

London: Published as the Act directs by J. Cary, Engraver

, or BRAUNSTON CANAL and its BRANCHES.

Olney
Emberton
Horton
Weston Underwood
Chicksley
North Crawley
Cranfield
Lidlington
Lidlington Park
Stepingley
Bragboro Hall
BEDFORD
Hackleton
Sherrington
Filgrave
Ravenston
Hulcot
Ridgemont
Piddington
Mulshoe
Salford
Lathbury
Husborn Crawley
Turringham
Salcey Forest
Stoke Coldington
NEWPORT PAGNELL
Broughton
Asple Guise
Woburn Park
Abbey
Gayhurst
Willen
Milton Keynes
Wavendon
Linford Parva
Hartwell
Hartwell Chap.
Tattle End
Linford Magna
Woolston Magna
WOBURN
Ashton
Hanslop
Walton
Woolston Parva
Stanton
Bow Brickhill
SHIRE
Castle Thorp
Haversham
Wonghton
Simpson
Brickhill Parva
Stoke Bruern
Abbey Bradwell
FENNY STRATFORD
Brickhill Magna
Reach
Heath
Grafton Regis
Canal
Loughton
Water Eaton
Ouzel River
Wolverton
Cosgrove
Yardly Gobyon
Harford Bridge
Furtho
STONY STRATFORD
Bletchley
Alderton
Old Stratford
Shenley
Brook End
Stoke Hammond
Linslade
Pottersbury
Calverton
Tattenhoe
Paulerspury
Pafsenham
Newton Longville
Southbury
Deshanger
Whittlebury Forest
Whaddon
Whaddon Chace
Draycot Parslow
Wicken
PART of BUCKS
PART of OXFORD SHIRE
Nash
Stewkley
Whittlebury
Lillingstone Lovell
Thornton
Harwood Parva
Muresley
Lillingstone Dayrell
Leke Hamsted
Singleboro
Swinborne
Littlecot
Akely
Thornborough
Harwood Magna
Dunston
Cublington
Foscott
Hogneston
Stow Park
Maids Morton
WINSLOW
Bourton Hamlet
Adstock
Addington
Granborough
Biddlesden
Padbury
Whitchurch
P. of Oxon
Rackley
from London
North Marston
Biddlesden Park
East Claydon
Oving
Hardwick
Shalton
Water Stratford
Gawcot
Bottle Claydon
Tingewick
Scale of Miles

The CONTINUATION and COMPLETION of the GRAND J

Wrest Park
Higham Gobion
Silsoe
Hexton
Lilley
Mangrove Green
Kimpton
Kimpton Bottom
Wheathamfted
Hamwell
Perry Gr
Chiltern Green
Barton
Pulloxhill
BEDFORD
Ashbridge
Saundridge
Harpenden
Streetly
Stopsley
Luton
Park
Childwick House
St. ALBANS
Great Bramingham
Leag
LUTON
Weston ing
Upper Sundon
Limberry
Stockwood
Verlam or Mase R.
Harlington
Sundon
Leagrave
Wood Side
Caddington
Redbourn
Tingrith
Tuddington
Flamstead
Gorhambury
Potters Crouch
Tuddington Park
Chalgrave
Houghton Regis
Wingfield
Market Street
Kensworth
High Street Green
Bedmont
Abbots Langley
SHIRE
Milton Bryant
Tebworth
DUNSTABLE
Beachwood Park
HEMEL HEMPSTEAD
Black Hill
Primrose Hill
Battlesden
Gaddesden Place
Hockliffe
Tilsworth
Whipsnade
Studham
Water End
Crouch Field
G.Gaddesden
Snatchup End
Twowater
Eggington
Totternhoe
Eton Bray
Stanbridge
Dagnal
L.Gaddesden
Nettleden
Chipperfield
Chipston
Eddlesborough
Bourn End
Westbrook Hay
Heath
LEIGHTON BUZZARD
White Hill
Broad Way
Bovingden
Billington
Aston Green
Aldbury
GREAT BERKHAMPSTEAD
Linslade
Ouzel R.
Slapton
Ivinghoe
Burcot
Grove
GRAND JUNCTION CANAL
North Church
Flaundon
Horton
Pitlesthorn
Flaundon Church
Southbury
Lyburn
Ashley Green
Penley Hall
Ross Way
Lay Hill
Leigh Green
Wing
Wing Park
Mentmore
Cheddington
Tring Grove
Wigginton
Mersworth
Tring House
Hawridge
CHESHAM
Stewkley
Grafton
TRING
Long Marston
Chesham Bois
Cholsbury
Wingrove
Charteridge Green
BUCKINGHAMSHIRE
Drayton Beauchamp
Leonards Chapel
Cublington
Aston Abbots
Putningham
Aston Clinton
Padmor
AMERSHAM
Bray Green
Dunton
Bowsham
Hulcot
Haulton & House
The Lee
Shardloes
Potters Row
Lit. Missenden
Bearton
Weston Turvill
WENDOVER
G. Mifsenden

London: Published as the Act directs by J. Cary

AND JUNCTION CANAL, also its BRANCH to PADDINGTON.

Row Gr. · Wrotham Park · Hadley · Fryern Barnet · Colney Hatch · Holloway · Islington
N.th Mims · Whetstone · Forty Green
N.th Mims Place · S.th Mims · CHIPPING BARNET · FINCHLEY · Highgate · Pancras
Durham Park · East End COMMON · Totteridge · Finchley · Kentish Town
Tittenhanger Park · Ridge Hill · London Colney · Shenley Hill · Rowley Gr. · Mill Hill · Hampstead · Paddington · Hyde Park
Porters · Hendon · Groles Green · Kilborn · Westborn Gr.
St Stephens · Colney Street · Elstree or Idlestree · Edgware · Hyde · Kensel Gr. · Willesden Gr.
Park Street · Radlett · Brockley Hill · Neasden · Shepherds Bush · North End
Letchmore Heath · Kingsbury Gr. · Kingsbury · Willesden · Holsdon · Worm wood Com.n
HERTFORDSHIRE · Cannons · Whitchurch · Fulham
Potters Crouch · Aldenham · Waterdale · Horsemonden Gr. · East Acton
Sage Hill · Garston · Stanmore · Putney
Bedmont · Levesdon · Bushey Heath · Bentley House · Wembly Gr. · Apperton · Twyford · Acton · Chiswick · Mortlake
Sparrows Hern · Harrow Weald · Greenhill Gr. · Sudbury · Vicar Br. · Turnham Green
Abbots Langley · Levesden Green · WATFORD · Horsenton Green · Harrow on the Hill · Perivale · Ealing · Richmond Park
Primrose Hill · Russell Farm · Oxhey Place · Greenford Green · BRENTFORD · River Thames
Grove Park · Cashiobury · Roxeth Green · Hanwell · Richmond
King's Langley · Hunton Bri. · Cassio Bridge · Pinner · Brent R.
Potter Street · Northolt · Greenford · Wilsden Hill
Chipperfield · Bucks Hill · Crosley Green · Cheyney Str. · Osterley Park · Isleworth · Twickenham
Moor Park · West End · Southall · Norwood · HOUNSLOW
Bury Park · Ruislip · Heston · Whitton
Sarrat Green · Bacher · Sarrat · RICKMANSWORTH · Hayes · Bull Br.
Chorley Wood · Bellhammonds · Gulch Well · Money Hill · Ickenham · Cranford Park · HOUNSLOW HEATH · New Riv.
Cheyness · Harefield · Woodwick · Hillingdon · Dawley · Cranford Br. · Hanworth
Claundon Church · Hatimers · West Hide · Colin R. · UXBRIDGE · Harlington · Hanworth Park
Denham · Cowley · Fenham · Kenton Park
Horn Hill · Denham Court · Sipson Green · Old Riv.
The Vach · Red Hill · Drayton · East Bedfont
Chesham Bois · Huntsmoor Park · Harmondsworth
Misbourn Stream · Chalfont St Giles's · Chalfont St Peters · Tatling End · Iver · Stanwell · Ashford · Littleton
Jarrets Cross · Potters Cross · Ricking's · Longford · Stanwell Place · Ashford Ford
GERRARDS CROSS · PART OF HERTS · Black Park · Langley Park · Fulmer · Bulstrode · Coleshill · Whilton Park · Hedgerley · COLNBROOK · STAINES · Laleham
Stoke Green · Langley · Horton · Thames Riv.
Ditton Park · Wraysbury · CHERTSEY
BEACONSFIELD · Slough · Datchett · Egham

Scale of Miles

Act directs, by J. Cary, Engraver & Map-seller, Strand May 2d 1808.

The collateral branch from Bulborne to Wendover is without any lock.

Width, - - - - - - - - - -	32 feet.
Depth, - - - - - - - - -	4½
Length - - - - - - - - - -	6¾ miles

The collateral branch to Old Stratford is the same width and depth as the main line, and is a mile and a half in length, without any lock.

The collateral branch to Paddington commences at a place called Bull's Bridge, about ſix miles above Brentford, and between that place and Uxbridge; is of the ſame width and depth as the main line and is continued on one level all the way to Paddington, being a length of thirteen miles and a half, without any lock; and there is by means of that branch and the main line to Uxbridge, a level of near twenty miles, with the exception only of one lock near Uxbridge.

All the above works being completed, there now only remains of the works authorized to be made by Parliament unexecuted,

A collateral branch to Daventry,
A collateral branch to Ayleſbury,
A collateral branch to Watford, Herts.
And a collateral branch to St. Albans.

The locks on the Buckingham cut are two, ſeven feet wide each, riſing thirteen feet from the junction of the old Stratford collateral cut to Buckingham. The locks on the main line of the Grand Junction Canal are fourteen feet and a half wide and the length eighty-two feet, from the ſill of the upper gates to the lower gates.

All ſorts of traffic are carried on the various parts of this navigation,—the great articles of traffic from the northern part of the canal being coals and coke, the manufactories of *Mancheſter*, and other parts of *Lancaſhire*; pottery wares of *Staffordſhire*; glaſs wares of *Stourbridge*, *Dudley*, &c. the hard wares of *Birmingham*, *Wolverhampton*; *Walſal*, &c. cheeſe, ſalt, grain, lime, lime-ſtone, building ſtone, &c. fir timber, ale, and cyder; *Worceſterſhire* hops, &c. &c. The chief articles of traffic from *London* being tin, raw materials for the *Mancheſter* manufactories, grain, coals, flints, breeze aſhes, dung, and other articles of manure, &c. From the interior of the canal are brought to *London* great quantities of oak, elm, and other timber, building ſtone, bricks, lime, hay, ſtraw, corn, flour, paper, and various other articles.

THE

Manchester and Ashton-under-lyne Canal.

IN the year 1792, the thirty-second year of the reign of his present Majesty, an act passed intituled "*An Act for making a navigable canal from Manchester, to or near Ashton-under-lyne and Oldham, in the county palatine of Lancaster:* by which certain persons are incorporated by the name of "*The Company of Proprietors of the Canal Navigation from Manchester to or near Ashton-under-lyne and Oldham,*" with powers to cut a navigable canal from the town of Manchester to or near a place called Fairfield, and from thence by one branch to the town of Ashton-under-lyne, and by another branch from Fairfield to a certain place called New Mill, near the town of Oldham, and to make two aqueducts over the rivers Thame and Medlock, with the usual powers, clauses, and provisoes.

The company are empowered to raise 60,000*l.* among themselves, divided into six hundred equal shares, of 100*l.* each, which are to be personal property. No person to possess more than thirty shares. Proprietors to have one vote for each share, not exceeding five votes for each subscriber, or for each proxy. If this sum is not sufficient, the proprietors may raise 30,000*l.* among themselves, or by mortgage.

The following rates of tonnage are allowed to be taken:

On lime-stone, dung, manure, clay, sand, and gravel, per ton, per mile, - - - - - -	½d.
On coal, cannel coal, stone, (except lime-stone) and other minerals, not passing through locks, per ton, per mile -	1d.
On the same, passing through locks - - - - - - - - - - - - - - - - - - -	2½d.
On timber, and other goods, not passing through locks - - - - - - - - - - -	1d.
On the same, passing through locks - - - - - - - - - - - - - - - - - - -	1½d.

By another Act paſſed the next year, (33d. Geo. III.) the proprietors are enabled to extend the ſaid canal from a place called Clayton, to Heaton Norris, near Stockport, and from a place called Taylor's Barn, to Beet Bank, adjoining the turnpike-road, between Stockport and Aſhton-under-lyne, and alſo from the intended acqueduct near Waterhouſes, to a place called Stake-leach near Hollingwood, with powers to raiſe 30,000*l.* in ſhares, among themſelves, over and above the ſums allowed by the firſt Act. They have alſo powers to make rollers, or inclined planes.

In 1798, (38th Geo. III.) an Act to enable the proprietors to complete their canal and to amend the former act; by which they are empowered to raiſe a third ſum of 30,000*l.* by mortgage or on notes, under the ſeal of the company, to be repaid in five years, or the holders of the notes have the option of becoming proprietors.

The company are by this Act allowed to charge wharfage at Mancheſter, not exceeding one penny, per ton, on coal, lime, lime-ſtone, clay, iron, iron-ſtone, timber, ſtone, brick, tile, ſlate, flag, ſand, and gravel, or three-pence per ton on other goods. If ſuch goods remain more than three days one halfpenny per ton, and if more than ten days, one penny per ton.

By another Act, paſſed in the 40th year of the preſent King, to amend ſeveral acts before-mentioned, the company are empowered to raiſe an additional ſum on mortgage; and the number of votes to which proprietors are entitled, is extended to fifteen.

By this Act the proprietors are allowed to take, for every boat paſſing a lock, laden with lime, or lime-ſtone -	2d.
For wharfage of ſuch goods as ſhall not have paid the company 2d. per ton, tonnage	1d.

Forty cubic feet of oak, aſh, elm, and beech timber, to be deemed a ton, and fifty feet of fir or deal, balk, poplar, and other timber and wood, not cut into ſcantling.

The hundred weight is fixed at 112 pounds, inſtead of 120.

The length of this canal from Mancheſter to Fairfield is three miles four furlongs, and twenty-four parts; in which length is eighteen locks, containing a riſe of one hundred and ſixty-two feet ſix inches. The canal then divides into two branches, one to Aſhton-under-lyne, and the other to the aqueduct near Waterhouſes, both upon one level. The length of the branch to Aſhton-under-lyne is three miles and ſomething over, and the length of that to the aqueduct near Waterhouſes is two miles four furlongs and twenty-four parts. Upon this latter branch there are then

four locks, almoſt cloſe together, containing a riſe of forty-ſix feet three inches, cloſe above which, this branch of the canal divides again into two more branches, to wit, one which goes to Fairbottom, and the other to Hollinwood, both upon one level. The length of that to Fairbottom, including the four locks, is one mile, and the length of that to Hollinwood is one mile, ſix furlongs and twenty-two parts. The Werneth Colliery Company have extended the Hollingwood branch upwards of a mile towards their works, in which extention there are three more locks. The locks are upwards of ſeventy feet long and ſeven feet ſix inches wide at the top between the Quoin Head. At Clayton between the tenth and eleventh lock from Mancheſter, there is another branch goes out of the ſaid canal to a place called Taylor's Barn, near Heaton-Norris, Stockport, which is quite level, and contains in length four miles and a half. And out of this branch, at little more than three quarters of a mile from Stockport, there is another branch intended to be made upon the ſame level to a place called Beet-Bank (upwards of two miles and a half) but there is not more than about one fourth of a mile of it finiſhed; and the remainder of it has now been at a ſtand for ſeveral years and whether it will ever be finiſhed is not certain, though there are plenty of coal at and near the end of it.

The canal between the locks was made fifteen feet wide at the bottom, and thirty-one feet wide at the top, and five feet deep; and the reſt of the ſaid canal was made the ſame width, both bottom and top, but ſix feet in depth, in order to hold more water, and of courſe to abide more drawing off for lockage, &c.

The chief articles carried upon this canal, are coal, lime, lime-ſtone, cotton, cotton-yarn, cotton goods of all kinds, dye-wood, and other dry ſaltery goods, oil, corn, currants, and other foreign fruit.

PLAN of the ASHTON under LYNE, PEAK FOREST, HUDDERSFIELD and

Dudley Hill
Oakenshaw
BRADFORD
Wibsey
Wike
Brighouse
Coopers Bridge
River Colne
Sir John Ramsden's Canal
Bradley
Anker Pit
Deighton
Calder
HUDDERSFIELD
Almondbury
Holmfirth
Honley
Longroyd
Lockwood
Thong
Raistwick Cha
Navigation
Paddock
Marsh Gross
Cawell
Fairweather Green
Clayton Heights
Shelfe
Chapel in the Grove
Ealand
Grosland
Hudder sfield
Black Moor Foot
Meltham
Golker Hill
West Wood
Canal
Holt Head
HALIFAX
Stune land
Out Lane
Slaighthwaite
Badger Gate
Hatch Green
Pye Nest
Illingworth Chap
Sowerbys Wharf
Bridge Wharf
Barkisland
White Lee
Deanhead
Ripponden Chap.
Rough Lee
Hole Top
Marsden
Tunnel Yards
Oters
Red Brook
Mixenden
Warley
Far Osnop
Middley
Old Town
Mildham Royd
Moor Side
Baitings
Castle Shaw
Grimsworth Dean
Hebden Bridge
Heptonstall
Dovelow Stone
Longfield
Noon Pike
Sladen Brook
Hades Brook
Cold Greave
Ogden
Park Hou.
Sholver
Ratinstall
Bank
Sladen
Pike H.
Whitacre
Bottomly Fold
Dean Head
L Town Hos
Littleboro
Crompton
Whitfield
Ridge Grofs
Travis Mill
Canal
Featherstone
Stubley
Broad Lane
Widdop
Todmorden
Clegg Hall
Chadderton
Wolf Stone
Crook
Lit Wandle
Castle ton
Burfills Fold
Coal Pits
High Houses
Hogshead
ROCHDALE
Lower Place
Thornham
Whitworth
Marland
Worstone
Townly Park
Holme
Tongue
Shelfield
Siddall Moor
Heywood
Ashworth
Cliviger Common
Moors
LANCASHIRE
YORKSHIRE

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...D and ROCHDALE CANALS; also S.r J.RAMSDEN's and the CALDER NAVIGATION.

Salters Brook House
Holmfirth
Dean Head
Grinach Stone
Ashop
Grinds Booth
Barber Booth
Over Booth
Blacklow Stone
Bretland Edge
Holme
Further Woodhead
Sparrow Pit
Loads Knowl
Inclined Plain
CHAPEL in le FRITH
Chapel Milton
Hobrom Head
Woodhead
Gradwen Br
D E R B Y
R E
The Hollins
Glossop
Spraw
Hayfield
Lane End
White hough
Thomas Lees
Horridge
Bottom Hall
Hatch Green
Padfield
Chunall
Dove Stone
Tintwistle
Hadfield
Simmondly
S H I R E
Lane side
Rawarth
Peak Forest Canal
Wimberry Stones
Armfield
Charles worth
Saddle worth
Tunstead
Weakey Mill
Alphin Stones
Wool Road
Span
Mottram
Whittle
Chisworth
Cliff
Mellor
Disley
Dob Crofs
Stayley Hall
The Stocks
Wall Hill
Lydgate
Scout Mill
Stayley Br
Harrisons Fold
Werneth
Lud worth
Priest Field
Lime Park
Grains
Mossley
Hazlehurst
Austerlands
Hyde Chap
Hurst Crofs
Lees
Dukenfield
Water Meetings
Norbury Smithy
Hoo Lane
Sholver
ASHTON under Lyne
Hyde Bank
Chadkirk
Bonfold
New Mill Brook
Crompton
Haughton
Butter Ho. Gr.
Torrington
Mumps
Oldham
Fair bottom
Denton
Bredbury Gr
Norbury
Higginshaw
Beet Bank
Bullock Smithy
Hope Gr.
Knot
Audenshaw
Waterhouses
Reddish Mill
Royton
Lane Head
Rowcrofs Smithy
Chadderton
Hollinwood
Reddish Gr.
Stackfield
Fairfield
STOCKPORT
Heaton Norris
Woodford
Bufills Fold
Failsworth
Gorton
Levensholme
Taylors Barn
Rochdale Canal
Clayton
Little Green
Newton
Hulme
Dean Row
Middleton
Chorlton Row
Burnage
Cheadle
Wilmslow
Blakeley
Rushulme
Irk R.
Cheetham
Ardwick
Didsbury
Siddall Moor
MANCHESTER
Moss Side
Bridgewater Canal
Scale of Miles

...directs. by J.Cary, Engraver & Map-seller, Strand 2d May 1808.

THE

Huddersfield Canal.

FROM Cooper's bridge, on the river Calder, to King's-mill, on the river Coln, there is a canal, cut by Sir John Ramſden, (entitled the Canal of Sir John Ramſden, Bart.) which runs paſt the town of Huddersfield. This is entirely private property. To connect with this, in the thirty-fourth year of his preſent Majeſty (1794.) an Act paſſed intituled *An Act for making and maintaining a navigable canal, from and out of the canal of Sir John Ramſden, Baronet, at or near the town of Huddersfield, in the Weſt-Riding of the county of York, to join and communicate with the canal navigation from Mancheſter, to or near Aſhton-under-lyne and Oldham, at or near the town of Aſhton-under-lyne, aforeſaid, in the county palatine of Lancaſter.* By which certain perſons are incorporated by the name of "*The Huddersfield Canal Company,*" with power to make a canal from the canal of Sir John Ramſden, near Huddersfield, to communicate with the navigation from Aſhton-under-lyne to Mancheſter.

No rates to be paid to Sir John Ramſden for any goods carried from this canal as far as Sir John Ramſden's navigation warehouſes.

Proprietors to raiſe among themſelves 184,000*l.* divided into ſhares of 100*l.* each, and may raiſe an additional ſum of 90,000*l.* among themſelves, or by mortgage. Proprietors to have a vote for each ſhare not exceeding five. The general aſſembly muſt conſiſt of the holders of two hundred ſhares as principal or proxies.

The Proprietors are allowed to take the following rates of tonnage:

For every ton of dung, manure, clay, ſand, and gravel, or any of them which ſhall not paſs through any lock, the ſum of, per mile, - - - - - - - - - - - -	½d.
For every ton of dung, manure, clay, and gravel, or any of them, which ſhall paſs through any lock, the ſum of, per mile - - - - - - - - - - - - -	1½d.
For every ton of ſtone, lime, coal, and cannel, or any of them, or of any other minerals which ſhall not paſs through any lock, the ſum of, per mile, - - - - - - -	1d.
For every ton of ſtone, lime, coal, and cannel, or any of them, or of any other mineral, which ſhall paſs through any lock, the ſum of, per mile, - - - - - - - - -	2d.
For every ton of timber, goods, wares, merchandize, and of other articles, matters, and things, not hereinbefore particularized, the ſum of, per mile, - - - - - - - -	3d.
And for every ton of ſtone, lime, coal, cannel, minerals, timber, goods, wares, merchandize, and of all other articles, matters, and things, which ſhall paſs through or along the tunnel to be made on the ſummit level of the ſaid Huddersfield Canal, or any part thereof, over and above, and in addition to the rates hereinbefore made payable aforeſaid, the farther ſum of -	1s. 6d.

By an Act paſſed in the 40th Geo. III. c. 39, intituled, An Act for enabling the Huddersfield Canal Company to finiſh and complete the Huddersfield Canal; and for amending the Act paſſed in the 34th year of the reign of his preſent Majeſty, for making and maintaining the ſaid Huddersfield Canal; the ſaid company are empowered to raiſe by calls the ſum of 20*l.* upon every ſhare to be applied in payment of debts, &c. and alſo empowering them to raiſe ſuch further ſum or ſums as ſhould be found neceſſary for finiſhing, completing, and maintaining the ſaid Huddersfield Canal, and other works by the ſaid former act authorized to be made and done, provided the ſame together with the calls which might be made by virtue of that preſent act, and ſo much of the ſaid ſum of 184,000*l.* as the ſaid Huddersfield Canal Company had been or thereafter ſhould be able to receive, ſhould not exceed in the whole the ſum of £.274,000 being the amount of the ſaid ſums of 184,000*l.* and 90,000*l.* Or if the ſaid company ſhould think it more expedient to borrow ſuch ſum or ſums of money as laſt aforeſaid, or any part or parts thereof, upon promiſſory notes under the common ſeal of the ſaid company, it ſhould be lawful for them ſo to do.

Proprietors to have a vote for every ſhare not exceeding ten in perſon, and ten by proxy.

The length of this canal is nineteen miles, five furlongs, and thirty-three perches. That part from Sir John Ramſden's Canal, to the ſummit level is ſeven miles, two furlongs, and twenty-four perches in length, and riſes four hundred and thirty-ſix feet, in which are forty-two locks; and that part from

Aſhton-under-lyne to Woolroad in Saddleworth is about ſeven miles and ſix furlongs in length, in which there are twenty-three locks; the whole of this end of the canal from Aſhton-under-lyne to the ſummit level is eight miles, three furlongs, and eleven perches, and riſes three hundred and thirty-four feet, eight inches, and ſeven parts. There will be nine more locks, between Woolroad and the ſummit level, (one of which is nearly finiſhed) which will make thirty-two locks in the whole, in that part from Aſhton-under-lyne to the ſummit level, when finiſhed;) alſo two tunnels in this laſt mentioned part of the canal, to wit, one at Aſhton-under-lyne, of one hundred and ninety-eight yards and one foot in length, executed through a hill of ſand, and the other at a place called Scout Mill, of two hundred and four yards and one foot in length, cut chiefly through rock, and another now making between Digdee and Marſden, of five thouſand four hundred and fifty-one yards in length.

The principal commodities carried on this canal are cotton, wool, cotton yarn, manufactured cotton goods, ſheep's wool, dye-wood, madder, oil, pig-iron, coal, lime, corn, currants, and other foreign fruit.

The boats paſſing on this canal are ſeven feet four inches broad, and the locks are made for boats of this breadth.

THE

Rochdale Canal.

IN the thirty-fourth year of his preſent Majeſty, (1794,) "*An Act to enable certain perſons, therein named, to make and maintain a navigable canal, from the Calder Navigation near Sowerby's Bridge Wharf in the Pariſh of Halifax, in the Weſt Riding of the county of York, to join the canal of his Grace the Duke of Bridgewater, in the county of Lancaſter, and alſo certain cuts, from the ſaid intended canal,*" paſſed, by which thoſe perſons are incorporared by the name of "*The Company of Proprietors of the Rochdale Conal;*" and empowered to make a navigable canal, from the Calder Navigation, by, through, or near Todmorden, in the pariſh of Rochdale, by, or near Middleton, in the pariſh of Middleton, and through the pariſh of Preſtwick cum Oldham, all in the county of Lancaſter, to join the Duke of Bridgewater's canal, at, or near the Caſtle-field, near Mancheſter, and alſo a navigable cut from the ſaid canal, from a village called the Lower Place, to a place called School-Lane, and alſo another navigable cut, from Failſworth to the north ſide of the new turnpike road, near to Hollinwood chapel; with the uſual powers. This latter branch is at preſent abandoned.

In conſideration of the Duke of Bridgewater loſing by the cutting of this canal, he is empowered to build a lock thereon, near Caſtle-field, and to receive, at the ſaid lock, the following rates.

For every ton of coal, ſtone, timber, and other goods, except flags paſſing from the Rochdale Canal into his canal, per ton - - - - - - - - - - - - - - - -	1s. 2d
For every ton of flags -	2d.

Perſons, paying theſe duties, not to pay any farther duty at any of the Duke's locks in the pariſh of Mancheſter.

The locks on the Rochdale, to be of the ſame ſize as thoſe on the Duke of Bridgewater's Canal.

Clauſes are inſerted to prevent injury to the mill-owners on the rivers Irk, Roach, Irwell, and Calder.

Power is given to the proprietors to make inclined planes, and to the proprietors of mines, to make rail-ways, not exceeding one thouſand yards in length; or any navigable cut, with conſent of the owners of the land it paſſes through.

The company may raiſe among themſelves any ſum, not exceeding in the whole the ſum of two hundred and ninety one thouſand nine hundred pounds, divided into two thouſand one hundred and nine-teen ſhares of 100*l.* each. Proprietors to have a vote for each, not exceeding twenty ſhares. The com-pany may alſo raiſe one hundred thouſand pounds more among themſelves, or by mortgage. At the general aſſemblies, the proprietors of three hundred ſhares at leaſt muſt attend.

The company may take the following rates.

For every ton of lime, lime-ſtone, dung, manure, clay, ſand, and gravel, not paſſing through any locks, per mile -	1d.
For every ton of coal, cannel, ſtone, (except lime-ſtone) and other minerals, not paſſing through any locks, the ſum of, per mile, - - - - - - - - - - - - - -	1d
For every ton of timber, goods, wares, and other merchandize, not paſſing through any lock, the ſum of, per mile -	1½d.
For every ton of lime, lime-ſtone, dung, manure, clay, ſand, and gravel, paſſing through any lock, or locks, the ſum of, per mile - - - - - - - - - - - - - - - -	1d.
For every ton of coal, cannel, ſtone (except lime-ſtone) and other minerals, paſſing through any lock, or locks, the ſum of, per mile - - - - - - - - - - - - - -	1½d.
For every ton of timber, goods, wares, and other merchandize, paſſing through any lock, or locks, the ſum of, per mile - - - - - - - - - - - - - - - -	2d.

By an act paſſed in the fortieth year of his Majeſty, (1800) for enabling the company the better to raiſe money, and to vary the line of the ſaid canal, the proprietors are allowed to raiſe the ſum of 100,000*l.* either by a call of thirty per cent on each ſhare, and to deviate from the original line in ſome parts; and they are allowed to take the following additional tonnage.

For every ton of ſtone, lime-ſtone, dung, manure, clay, ſand, and gravel, whether paſſing, or not paſſing, through any lock, the ſum of, per mile - - - - - -	½d

For every ton of timber, goods, wares, and other merchandize and commodities, not paſſing through any lock, the ſum of, per mile - - - - - - - - - - - -	½d.
And for every ton of timber, goods, wares, and other merchandize, and commodities, paſſing through any lock, or locks, the ſum of, per mile - - - - - - - - -	1d.

The company are to fix the price of carriage.

The length of this canal and its branches, as alſo the riſe and fall, are	Length. M.	F.	P.	Riſe. Ft.	Fall. Ft.	In.
From Sowerby Wharf to Travis Mill - - - - - - - - - -	11	2	39	275	0	0
From thence to the weſt-end of the ſummit level near Clegg Hall	5	2	23			
From thence to Lower Place - - - - - - - - - - - - -	2	1	25		62	0
From thence to the Junction with the Hollinwood Branch near Failſworth - - - - - - - - - - - - - - - - - - -	7	0	26		120	0
From thence to Piccadilly, at Mancheſter, - - - - - - - -	4	3	6		181	0
From thence to the Duke of Bridgewater's Canal at Knot Mill -	1	1	9		75	7
From Lower Place to School-Lane, near Rochdale - - - -	0	3	35			
From Failſworth to Hollinwood - - - - - - - - - - - -	0	5	31			

This canal is now completed, and boats are navigated from Hull to Mancheſter. There is no tunnel in this part of the canal, as was originally intended; there are thirty-ſix locks between Sowerby bridge and the ſummit level at Deanhead; and there are fourteen locks from the ſaid ſummit level to the junction with the branch going to Rochdale, (making fifty locks in the whole); the locks are upwards of ſeventy feet long, and near fifteen feet wide at the top between the heads of the quoins; but they are conſtructed in ſuch a manner, that another pair of lower lock gates may be hung whenever it may be proper, within the chamber of each lock, whereby they will be ſhortened about fifteen feet each; this is done to ſave an expence of water when boats of different dimenſions paſs the locks. At the Manheſter end the canal forms a junction with the Mancheſter, Aſhton-under-lyne, and Oldham Canal, in which length there are nine locks, and there is a tunnel all the way between the 1ſt and 2d lock.

Note.—The firſt of theſe locks belongs to the Duke of Bridgwater, where he receives Toll, &c. as in the firſt mentioned Act of Parliament.

The canal in general is thirty feet wide at the top, fifteen feet wide at the bottom, and five feet deep; but in the ſummit level it is not quite ſo deep, owing to the ſides frequently waſhing in. The chief articles carried upon this canal, are corn, timber, woollen cloth, linen, yarn, and coals.

THE

Peak-Foreſt Canal.

IN the ſame year, an Act paſſed *for making and maintaining a navigable canal, from, and out of the Canal Navigation from Mancheſter, to or near Aſhton-under-lyne and Oldham, in the county palatine of Lancaſter, at the intended aqueduct-bridge, in Duckenfield, in the county of Cheſter,* to or near to Chapel-Milton, in the county of Derby, and a communication by rail-ways, or ſtone-roads, from thence to Laod's Knowl, within Peak-Foreſt, in the ſaid county of Derby, and a branch from, and out of the ſaid intended canal to Whaley-bridge, in the ſaid county of Cheſter.

By this act, certain perſons are incorporated with powers to cut a canal in the aforeſaid direction under the title of the Peak-Foreſt Canal, with the uſual powers, clauſes, reſtrictions, and proviſoes.

Subſcribers may raiſe among themſelves 90,000*l.* divided into ſhares of 100*l.* each, to have a vote for each ſhare, not exeeeding five, and if the above ſum is not ſufficient, they may raiſe 60,000*l.* more among themſelves, or by mortgage.

The Company are allowed to take the following rates of tonnage:

For every ton of lime-ſtone, the ſum of, per mile, - - - - - - - - - - - - -	1d.
For every ton of ſtone, (except lime-ſtone) lime, coal, and other minerals, the ſum of, per mile,	2d.
For every ton of dung, clay, ſand, and gravel, not paſſing thro' a lock, the ſum of, per mile,	1d.
For every ton of dung, clay, ſand, and gravel, paſſing through a lock, the ſum of, per mile,	2½d.
For every ton of timber, goods, wares, and other merchandize, and all other articles, matters, and things, not herein before particularized, the ſum of, per mile, - -	3d.

And by an Act of the 40th of Geo. III. (1800.) for altering and amending the ſaid act, the Company are allowed to raiſe a farther ſum of 36,540*l.* either by creating new ſhares, or by mortgage, and proprietors are allowed to have votes for as many ſhares as they poſſeſs, not exceeding fifteen, either in perſon or by proxy.

The length of this canal from Aſhton-under-lyne to the Water-meetings is ſeven miles, upon one level, and is made thirty-one feet wide at the top, fifteen feet at the bottom, and ſix feet deep, (to correſpond with the top level with the Mancheſter, Aſhton-under-lyne, and Oldham Canal, with which it communicates); the top level of this canal, which begins at Prieſtfield, and goes on with one branch to Whaley-bridge, is five miles, five furlongs and three parts in length, and another branch from Bottom's Hall, to Thomas Lee's, made upon the ſame level, and the ſame width and depth as the lower level, is ſeven furlongs and ten parts in length; no locks are yet built, but the higher and lower levels communicate by a double rail-way, of two miles one furlong and ten parts; there is alſo a rail-way from the end of the higher level, at Thomas Lee's, to the lime rocks at Load's Knowl, which (including an inclined plane of five hundred yards) is four miles and upwards in length.

The chief articles carried upon this canal, are lime-ſtone, lime, and coals.

THE

Lancaſter Canal.

IN the 32d of Geo. III. an Act paſſed *for making and maintaining a navigable canal from Kirkby Kendal, in the county of Weſtmorland, to Weſt Houghton, in the county palatine of Lancaſter; and alſo a navigable branch from the ſaid intended canal at or near Borwick, to or near Warton Cragg; and alſo another navigable branch from at or near Gale Moſs, by Chorley, to or near Duxbury, in the ſaid county palatine of Lancaſter:* incorporating certain perſons under the title of "*The Company of Proprietors of the Lancanſter Canal Navigation;*" with powers to cut a canal from or near Kirkby Kendal aforeſaid, to and through the ſeveral Pariſhes of Kirkby Kendal, Heverſham, Beetholme, and Burton, in the county of Weſtmorland, and through the ſeveral Pariſhes of Warton, Bolton by the Sands, Halton, Lancaſter, Cockerham, Garſtang Church Town, Saint Michael's, Kirkham, Preſton, Blackburn, Penwortham, Leyland, Brindle, Chorley, Crofton, Standiſh, and Wigan, and into the ſaid townſhip of Weſt Houghton, at a place called Weſt Houghton Chapel, in the ſaid county palatine of Lancaſter; and alſo one branch from a place at or near Borwick Hall, in the pariſh of Warton, in the ſaid county of Lancaſter, to or near Warton Cragg, in the ſaid pariſh of Warton; and one other branch from at or near Gale Moſs, in the pariſh of Crofton, by Chorley, to or near Duxbury, in the pariſh of Standiſh. This canal may croſs the Leeds and Liverpool canal.

Proprietors may raiſe among themſelves 414,100*l.* divided into four thouſand, one hundred and forty-one ſhares, of 100*l.* each, and may alſo raiſe among themſelves, if neceſſary, by mortgage a further ſum of 200,000*l.* Subſcribers to have a vote for every ſhare, not exceeding one hundred.

The company is allowed to take the following rates:

For tonnage and wharfage upon coal navigated on the ſaid intended canal, any ſum not exceeding, per ton, per mile, -	1½d.
For lime-ſtone, ſlate, ſalt ores, ſalt rock, bricks, ſtone, flags, iron-ſtone, coal ſleck, black baſs, iron cinders, gravel, ſand, clay, marl, and manure, any ſum not exceeding, per ton, per mile, -	½d.

For lime, pig-iron, caſt-iron, and bar-iron, any ſum not exceeding per ton, per mile; - -	1d.
For timber, dying woods, and all other goods, wares, merchandize, and commodities not hereinbefore enumerated, any ſum not exceeding, per ton, per mile, - - -	2d,

By an Act paſſed in the 33d Geo. III. (1793) to alter and amend the laſt mentioned act, the proprietors were empowered to make a certain other navigable branch from the ſaid canal, near, or at a place called Galgate, through the townſhips of Ellel and Thurnham, to communicate with the dock at Glaſſon, in the ſaid county of Lancaſter.

The canal, when completed, from Kirkby Kendal to Weſt Houghton, will be ſeventy-five miles and ſix furlongs in length.—From Kirkby Kendal to a place called Tewit-Field, in the pariſh of Warton, a diſtance of fourteen miles, is yet unexecuted. And by an act, paſſed in the preſent year, (1807) the proprietors are allowed to vary a part of the line of the canal between a place called Hincaſter and Tewit-Field. On this length there will be a fall of ſeventy-five feet, to make the commuication with the executed part of the canal at Tewit-Field.—From Tewit Field to Preſton, a diſtance of forty miles, upon one level, (and called the Lancaſter Level) the canal is executed.—From Preſton over the river Ribble to Clayton Green, a diſtance of four miles and a half, the communication is at preſent made by a caſt-iron rail road and inclined planes on each ſide of the Ribble Valley; the riſe from Preſton to Clayton-Green being two hundred and twenty-two feet.—From Clayton-Green to Bark-Hill, near Wigan, a diſtance of thirteen miles and a half, the canal (called the Summit Level) is completed. The ſaid Summit Level is made fifty-one feet wide at the top, thirty feet at the bottom, and ſeven feet deep; and there is a tunnel of three hundred yards in length through a hill called Whittle-Hill, near Chorley.—From Bark-Hill to Weſt Houghton, three miles and ſix furlongs, not executed.

The level from Preſton to Tewit-Field is made forty-two feet wide at the top, twenty-four feet at the bottom, and ſix feet deep.

The moſt productive articles carried upon this navigation, are coals, cannel, lime-ſtone, free-ſtone, and ſlate.

The coals, and cannel, which abound in great quantities about Wigan, and all the ſouthern extremity of the canal are carried all along the line to the northern; and the lime, ſtone, and ſlate, which abound in the northern parts of the canal, are carried to the ſouthern, of all which articles the intermediate country is in want.

PLAN of Part of the LANCASTER CANAL, Viz. from its Con

Knowsley
Little Britain
Chapel
Knowsley
Knowsley Park
Moss
ORMSKIRK
Barrington's Green
Martin Lane
Drummersdale
Brecks
Martin Hall
Bery Ho
Bridge Green
Burscough
Latham
Latham Hall
Blackgate Lane
Burscough
Gillars Green
Eccleston
Denton Green
Rainford
Rainford Mills
Rainford
Solom
Tarleton
Ellet Brook
Windle
S'HELLEN
Newbrough
Douglas
River
Much Hool
Moss Bank
Billinge
Holland Moor
Douglas Chap
Black Moor
Bispham
Croston
Bretherton
Parr
Parr Hall
Billinge Chap
Up Holland
Dalton
Parbold
Bispham
Mawdsley
Ulnes Walton
Garswood Park
Ashton Croft
Lawnd
Ormd Post
Ormd
Appley Br
Liverpool
Leeds
Eccleston Green
Eccleston
Dunkirk
Winstanley
Gathurst Br
Lumberhead Green
Mossey Lee
Herkin
Haydock
New Hall
Shevington
Langtree
Shaw Green
Park Lane
Park Chap
Ashton in Leigh
Makersfield
Standish Hall
Welch Whittle
Chamock Richard
Bolton Green
Standish
Coppull
Euxton
Leyland
Farington
Farington Hall
NEWTON
WIGAN
Coppull Chap
Edge Green
Adlington
Platt Br
Golborn
Smithy Green
Haigh Park
Bark Hill
CHORLEY
Darbury Hall
Whittle in the Woods
Clayton Green
Clayton
Lowton
Kenyon
Gale Moss
Thorp Green
Heapey
Rotten Row
Hindley
Aspule
Blackrode
Heath Charnock
Wm Leigh
Pennington Hall & Park
Hilton Hou
Headle's Cross
Warth
Brindle
Houghton
Wheelton
LEIGH
Four Yates
Culcheth
Wm Houghton Chap
Win Yates
Rivington
High Bullow
Hall
Withnell
Red Moss
Daisey Hillock
Horwich
Rivington Pike
Atherton
Bedford Park
Lostock Hall
New Chapel
Two Lads
Chowbent
Over Hulton
Hulton
Tidesley
Middle Hulton
Moors
Anglezark
Hollinghead Hall
Fine
Tockhole
Gantany Ryals
Peters
Dean
Pastures
Scale of Miles

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ls Commencement at WEST HOUGHTON to GARSTANG.

RIVER RIBBLE

Weeton
Gr.t & Lit Singleton
W.Ray
Ribby
Kellamergh
Warton
Freckleton
Greenhalgh
Thistleton
Asprick
Westham
KIRKHAM
Elswick
Roseacre
Gr.t Eccleston
Newton with Scales
Threals
Wharles
Inskip
Clifton
Canal
Lancaster
Catforth
Sowerby
St.Micheals
Hackensall
Staintall
Preesall
Sowerbarr
Stalmyn
Rawcliffe
Pilling
Hesketh with Becconsall
Lit.Hool
Longton
Dunkirk
Clock House
Burtall
Cottam
Eaves
R Wyne
R Brook
Garstang Church Town
Nateby
Cateral
GARSTANG
Bowgreen
Greenhalgh Castle
Canal
Lancaster
Hutton
Ashton
Wood Plumpton
Farrington
Penwortham
Ingoll
Barton Chap.
Holmeforth
Hall Bark
Griddle
Bilsborough
Calder R
Dandyburk
Cakendough
River
Walker Lane ends
Brook
Fairsnape
Crow Trees
Chipping
Alston
Ribchester
Broughton
PRESTON
Walton le Dale
Ribbleton
Goosnargh
Grimsaigh
Samlesbury
Fleetwood Hall
Hoghton
Hoghton Tower
Bolton Hall
Thorp Green
Querden
Bamber Gr.
Hall
Hall
Moulding Water
Pleasington Hall
Livesey Hall
Mellor
Bardeston Chap
BLACBURN
Ribble
Phunton Brook
Riv Derwent
River
Riv

S H I R E

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The CONTINUATION and COMPLE

BAY
OF
MORECAMBE

LANCASTER SANDS

LANCASHIRE

Hackensall
Pilling
Sunderland Point
Cockerham
Glasson
Thurnham
Middleton
Heysham
Overton
Heaton
Poulton
Oxcliff
Bare
Torrisholm
Flock
borough
Lower
Ashton
Stodday
Aldcliff
LANCASTER
Skerton
Four Lane Ends
Hest
Slyne
Bolton by the Sands
Silverdale
Warton Cragg
Warton
Yealand Stars
Yealand Conyers
Yealand Redman
Lancaster
Holleth
Canal
Free Stone Quarry
Spout Ho
Clevely
Galgate
Scotforth
Bantons
High field
Ridge
Bulk
Halton
Quarnoor
Nether Kellet
Over Kellet
Carnforth
Rail-way
Tewit Field
Crag
Houses
Moor Side
Haysham
Lane End
Fell end
Park Hall
Town End
Abbey Stead
Lower Lee
Caton
Littledale
Claughton
Aughton
Priest Hutton
Borwick
Caponway
BURTON in Kendal
Clawthorp
Dalton
Docker
Greſsingham
Ward Stone
Tarn brook
Marshaw
Hay Lott
Mallowdale Pike
Outhwaite
Coal Pitts
HORNBY
Arkholm
Newton
Tatham
Melling
Wrayton
Wennington
Tunstall
Cranfield
Wittington
Biggens
KIRKBY
Moor
Calan

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MPLETION of the LANCASTER CANAL.

Coniston
Tilberthwaite
Coniston Water
Conton
Levens Sands
Frith Hall
Haver thwaite
Rusland
Gricedale
Saterthwaite
Flock borough
Lower Holker
Upper Holker
HAWKSHEAD
Out Yeat
LANCASHIRE
Walton
CARTMEL
Finsthwaite
Staveley
Lower Allithwaite
Broug
Neare Sowroy
Claise
High Wray
Lower Allithwaite
Grange
Upper Allithwaite
Lindale
Bouland Br.
Winster
AMBLE SIDE
Winster R
Troutbeck
Bownes
Wilherslack Hall
Medup
Crofthwaite
Town End
Ulway
Crook
Under Barrow
The Tarn
Underbarrow R.
Garth Chap
Brigg Steer
Beetholme or Beetham
Beethwaite Gr
Milthorp
Green Quarter
Stavely
Heversham
Brigg Steer Park
Ketile
Skeggles Water
WESTMORLAND
Ackenthwaite
Gill
Huncaster Green
Ken Riv
Chapel
Tunnel
Sedgwick
Beetholme
Stainton Beck
Farra
KIRKBY KENDAL
Natland
Mill Beck
Farlton
Stainton
Barrow Gr
Castle
Cross Bank
Mint Br
Garnet Br
Gate Side
Preston Richard
Nook
Old Hutton
Sdside
High Burrow
Banisdale Br
New Hutton
Audland
Dockers Garths
Biggens
Kestwick
Old Town
LONSDALE
Scale of Miles